JD Fields Project

FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Site Development Review No. SDR 21-021

September 2024

Lead Agency:

City of Hemet
445 East Florida Avenue
Hemet, CA 92543
H.P. Kang – Community Development Director
(951) 765-2456

Applicant:

Foxgate Capital
55 Waugh, Ste. 1250
Houston, TX 77007

Consultant:

Kimley-Horn and Associates
3880 Lemon Street, Suite 420
Riverside, CA 92501
Kari Cano
(951) 543-9869

Kimley»Horn

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Section 1.0 Introduction

Section 1.1 Introduction

This Final Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et. seq.) and the CEQA Guidelines (California Code of Regulations [CCR] 15000 et. seq.). Although not required by the California Environmental Quality Act (CEQA) and CEQA Guidelines, the City of Hemet has evaluated the comments received on the JD Fields Project Draft IS/MND. The Responses to Comments which are included in this document, together with the Draft IS/MND and Mitigation Monitoring and Reporting Program (MMRP), comprise the Final IS/MND for use by the City of Hemet in its review and consideration of the Project.

Section 1.2 CEQA Process Summary

The Draft IS/MND is an informational document intended to inform the public and decision-makers about the environmental consequences of the proposed JD Fields Project (proposed Project). The proposed Project would result in construction of an approximately 25,000 square foot (sq.ft.) metal/prefab modular warehouse building with approximately 22,000 sq.ft. of warehouse space and 3,000 sq.ft. of office space, and an 11,961 sq.ft. The Project would also include approximately 60 parking stalls, including three accessible parking stalls, and three loading and off-loading truck dock doors. Other project features include interior drives, approximately 7-acres (308,000 sq.ft.) of laydown or outdoor storage facility, a six-foot-tall perimeter security fencing, three driveway gates, and landscaping.

The proposed warehouse facility is anticipated to be utilized by the owner/operator, JD Fields & Company, for receipt/delivery, storage, fabrication, and distribution of steel and polyvinyl chloride (pvc) pipe, steel piling, plumping equipment, valves, and flanges.

Regional access is provided via State Route (SR) 74, which connects to Interstate (I)-215 to the west and SR-79, which connects to I-10 to the north. Truck, passenger, and emergency vehicle access would be provided via three gated access driveways along S. Gilmore Street. Two of the driveways would provide a Knox box key switch or padlock to allow emergency vehicles access to the site at any time and one of the driveways would serve the residential community as an exit-only driveway.

As described below in Section 2.0, Comment Letters and Responses to Comments, none of the clarifications or amplifications set forth herein change the significance conclusions presented in the Draft IS/MND or alter the analysis presented for public review. Furthermore, the Draft IS/MND circulated for public review was fully adequate under CEQA such that meaningful public review was not precluded. Thus, the clarifications provided in Section 2.0 below do not constitute significant new information that would trigger recirculation.

Section 2.0 Comment Letters and Responses to Comments

Table 2-1 below provides a list of those parties that provided written comments on the Draft IS/MND during the public review period. Each comment document has been assigned a letter as indicated in the table.

A copy of the written comments provided in this section have been annotated with the assigned letter along with a number for each comment. Each comment document is followed by a written response which corresponds to the comments provided.

Table 2.1: Comment Letters Received

Letter	Date Received	Organization/Name
Agencies		
A	January 26, 2023	Eastern Municipal Water District (EMWD)
B	February 8, 2023	Riverside County Flood Control and Water Conservation District (District)
C	February 14, 2023	Riverside Transit Agency (RTA) [*comment received via email]*
D	February 22, 2023	Air Quality Management District (AQMD) [*comment received via email]*
Individuals/Public/Local Residents		
No Individuals/Public/Local Residents Comment Letters Received		
Form Letters		
No Form Comment Letters Received		

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Comment Letter A – Eastern Municipal Water District (EMWD)

Comment Letter A: Eastern Municipal Water District (EMWD)

January 26, 2023

Monique Alaniz-Flejter
City of Hemet Planning Division
445 E. Florida Ave
Hemet, CA 92543-4209

Subject: **EMWD Comments for the JD Fields Pipe Facility Project Notice of Intent to Adopt a Mitigated Negative Declaration**

Location: Southeast side of S. Gilmore Street and approximately 700 feet south of Acacia Ave in the City of Hemet, Riverside County, California.

Dear Ms. Monique Alaniz-Flejter:

Eastern Municipal Water District (EMWD) thanks you for the opportunity to comment on the JD Fields Pipe Facility Project, Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND). The project proposes the construction of an approximately 25,000 square foot metal/prefab modular warehouse building, consisting of approximately 22,000 square feet of warehouse space and approximately 3,000 square feet of office space, as well as associated improvements, including loading docks, passenger vehicle parking stalls, a stormwater detention basin, outdoor storage facility, perimeter fencing, interior drives, and landscaping. A1

EMWD offers the following comments:

To define the impact(s) on the environment and on existing EMWD facilities, and as development within this area occurs over time, the proponents of implementing development projects shall consult EMWD's Development Services Department to compare proposed and existing water demands and sewer flows, and prepare a Design Conditions report (DC), formally known as the Plan of Service (POS), to detail all pertinent facilities necessary to serve such implementing development projects, resulting in an approved DC, prior to final design and plan check of such facilities. A2

2270 Trumble Road • P.O. Box 8300 • Perris, CA 92572-8300
T 951.928.3777 • F 951.928.6177 www.emwd.org

EMWD Comment
January 12, 2023
Page 2

To help define EMWD's Design Conditions, EMWD requires beginning dialogue with project proponents at an early stage in the site design and development, via a one-hour complementary Due Diligence meeting. To set up this meeting the project proponent should complete a Project Questionnaire (form NBD-058) and submit to EMWD. To download this form or for additional information, please visit our web page www.emwd.org, then select the "Developer" link, then select the "New Development Process Forms" link. This meeting will offer the following benefits:

1. Describe EMWD's development process
2. Identify project scope and parameters
3. Provide a preliminary review of the project within the context of existing infrastructure
4. Discuss potential candidacy for recycled water service
5. Identify project submittal requirements to start the Design Conditions review

Following the Due Diligence meeting, and to proceed with a project, the Design Conditions will need to be developed by the developer's engineer and reviewed/approved by EMWD prior to submitting improvement plans for Plan Check. The DC process and approval will provide the following:

1. Technical evaluation of the project's demands and existing system capacities
2. Identification of impacts to existing facilities
3. Identification of additional on-site and off-site facilities, necessary to serve the project
4. Identification of easement requirements, if necessary
5. Identification of potential EMWD's cost participation in facility oversizing, if applicable

If you have questions or concerns, please do not hesitate to contact Maroun El-Hage at (951) 928-3777, extension 4468 or by e-mail at El-hagem@emwd.org.

A3

Sincerely,

Al Javier

Digitally signed by Al Javier
Date: 2023.01.26 13:05:54
-08'00'

Alfred Javier
Director of Environmental and Regulatory Compliance

ARJ: hs

Attachments: Copy of Public Notice

EASTERN MUNICIPAL WATER DISTRICT

Responses to Comment Letter A – Eastern Municipal Water District (EMWD)

A1 The comment serves as an introductory statement summarizing the proposed Project and noting appreciation to the Lead Agency (City of Hemet) for the opportunity to comment on the Project. The comment does not raise a specific issue with the adequacy of the Draft IS/MND or raise any other CEQA issue. Therefore, no further response is warranted.

A2 This comment notes that to define the impact(s) on the environment and on existing EMWD facilities, the proponents of implementing development projects shall consult EMWD's Development Services Department to compare proposed and existing water demands and sewer flows, and prepare a Design Conditions report (DC), formally known as the Plan of Service (POS), to detail all pertinent facilities necessary to serve such implementing development projects, resulting in an approved DC, prior to final design and plan check of such facilities.

As noted in pages 99 and 100, Response 10(b), *Hydrology and Water Quality*, of the Draft Initial Study, the City of Hemet 2020 Urban Water Management Plan (UWMP) provides supply and demand projections for normal years, single dry years, and multiple-dry years and determined that the City can meet water demands during normal years, single dry years, and multiple-dry years. Because the Project is consistent with the site's General Plan land use designation and zoning district, the type of use proposed for the site along with other reasonable future developments during normal, dry, and multiple dry years, were considered in preparation of the 2020 UWMP. Additionally, as noted on page 131, Response 19(c), *Utilities and Service Systems*, of the Draft Initial Study, the proposed development and use of a warehouse building on the Project site are consistent with provisions of the site's existing General Plan land use and zoning designations and would also be consistent with the Hemet sewer system management plan (SSMP). Additionally, the Project's civil engineer confirmed that the Project falls outside of EMWD's ROW and that no portion of the EMWD facilities would be affected. [1] This can be further confirmed through the Riverside County Map My County viewer which shows parcel delineations for both the Project site's (APN: 456-140-008) and EMWD's facilities (APN: 456-140-003).[2] The Project site's southern boundary 6'-foot high wall to be erected along the southern property line would not encroach on EMWD's ROW. Lastly, the proposed Project construction and operational activities would not impact the channel for the following reasons: 1) the channel is separated from the Project southern property line by an existing railroad track which is owned and operated by Atchison, Topeka and Santa Fe Railway (Santa Fe Railroad).[3] 2) No construction or operational

[1] Kimley-Horn. April 2023. *Discussion with Project civil engineer Leticia Alvarez*.
[2] Riverside County Map My County. April 2023. https://gis1.countyofriverside.us/Geocortex/Essentials/REST/TempFiles/Export.pdf?guid=096b1edb-bacd-42fa-bd87-2f8a8454fe5d&contentType=application%2Fpdf. Accessed April 6, 2023.
[3] Hemet General Plan. *Figure 4.1: Roadway Circulation Master Plan*. https://www.hemetca.gov/DocumentCenter/View/4520/4_Circulation_web-4-11-2017. Accessed April 6, 2023.

activities would occur beyond the southern property line/6'-foot high wall. 3) As noted on page 7 of the Project's Preliminary Water Quality Management Plan (PWQMP), provided as Appendix H to the Draft Initial Study, the Project site will be a zero-discharge site in which all drainage will be treated onsite and infiltrated back into the soil. Therefore, no water would be discharged from the site into EMWD's facilities.[4] As such, the Project would not be subject to EMWD's design conditions.

A3 This comment is a list of EMWD's requirements for projects subject to EMWD's Design Conditions. As noted in Response A2 above, the Project falls outside of EMWD's ROW and the Project is not anticipated to affect the channel; therefore, the listed Design Conditions would not apply to the proposed Project. The comment also provides closing remarks and contact information at EWMD. The comment does not raise a specific issue with the adequacy of the Draft IS/MND or raise any other CEQA issue. Therefore, no further response is warranted.

[4] Kimley-Horn. August 1, 2022. *Preliminary Water Quality Management Plan, page 7.*

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Comment Letter B – Riverside County Flood Control and Water Conservation District (District)

Comment Letter B: Riverside County Flood Control and Water Conservation District (District)

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX
www.rcflood.org
249223

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

February 8, 2023

EMAILED THIS DATE TO: MFlejter@hemetca.gov

Ms. Monique Alaniz-Flejter, Principal Planner
City of Hemet
445 E. Florida Avenue
Hemet, CA 92543

Dear Ms. Alaniz-Flejter:

Re: Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the JD Fields Pipe Facility Project

This letter is written in response to the Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) for the JD Fields Pipe Facility Project (Project). The Project consists of vacant undeveloped land and would include an application for the construction of one metal/prefab modular warehouse building. Associated facilities and improvements of the Project site include loading dock doors, passenger vehicle parking stalls, storm water detention basin, outdoor storage facilities, perimeter fencing, interior drive, and landscaping. B1

The Riverside County Flood Control and Water Conservation District (District) has reviewed the Notice of Intent and has the following comments regarding the project.

1. Hemet Storm Drain Channel is located immediately adjacent to the southern property boundary. The document doesn't address the need to connect to any storm drain facilities. Please be advised that any work involving District right of way, easement or facilities will require an Encroachment Permit from the District. As part of the encroachment permit process, the applicant will be required to submit a series of documents including but not limited to:
    a. California Environmental Quality Act (CEQA) Compliance - As proposed, the Project would affect existing facilities within District right of way. As such, the District is considered to be a Responsible Agency. Upon completion of the final environmental document, please submit a copy of the approved document to the District for consideration. Please be sure to include all appendices that were used to support the conclusions found in the environmental document.
    b. Regulatory Permits - If work within District rights of way or easements will occur within potentially jurisdictional areas, permits from the United States Army Corps of Engineers (USACE) and the Regional Water Quality Control Board (RWQCB) may be required to comply with Section 404/401 of the Clean Water Act. Additionally, a Streambed Alteration Agreement may be required to comply with Section 1600 of the California Fish and Game Code. Prior to issuance of the encroachment permit the District will need proof of applicable regulatory permits or documentation that these permits are not required to be submitted for review. B2

The District will need to verify that the permits cover temporary construction impacts as well as permanent impacts. Regulatory permits may be submitted as part of your submittal for an encroachment permit. Please be sure to include plans and exhibits that indicate the specific location of where temporary and permanent impacts will occur. B2 Cont.

To obtain further information regarding the encroachment permit application and issuance process, please contact Devraj Oza of the Encroachment Permit Section at 951.955.1266.

Thank you for the opportunity to review the MND. If you have any questions or need additional information regarding the comments on this letter, please contact Heath Sawyer at 951.955.3134 or hsawyer@rivco.org, or me at 951.955.1526 or kcunning@rivco.org. B3

Very truly yours,

KEVIN CUNNINGHAM
Environmental Project Manager

ec: Kyle Gallup
Devraj Oza
Kevin Cunningham
Heath Sawyer

HS:rlp

Response to Comment Letter B – Riverside County Flood Control and Water Conservation District (District)

B1 The comment serves as an introductory statement summarizing the proposed Project and noting appreciation to the Lead Agency (City of Hemet) for the opportunity to comment on the Project. The comment does not raise a specific issue with the adequacy of the Draft IS/MND or raise any other CEQA issue. Therefore, no further response is warranted.

B2 The comment notes that the Hemet Storm Drain Channel is located immediately adjacent to the southern property boundary and that the initial study does not address the need to connect to any storm drain facilities. The comment provides a description of the District's encroachment permit process and notes that any work involving the District's right-of-way (ROW), easement or facilities would require an Encroachment Permit from the District.

As noted, on page 49 of the Draft IS/MND, the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory Map indicates one riverine resource occurs immediately south and outside of the Project footprint, in association with a channelized storm drain channel. As shown in Exhibit 3, Conceptual Site Plan and Exhibits 5a and 5b, Preliminary Grading Plan, of the Draft IS/MND, the Project would include a 6'-foot high wall with landscaping along the southern property line. As stated on page 50 of the Draft IS/MND and reiterated in Response to Comment A2 above, no portion of the Project site encroaches into the EMWD's ROW or facilities. Therefore, the Project would not trigger the need for an Encroachment Permit. As described on page 49 of the Draft IS/MND and reiterated in Response to Comment A2 of this Final IS/MND, no jurisdictional drainage, wetland features, blueline streams were recorded or observed on the Project site during the field investigation. Therefore, development of the Project would not result in impacts to Corps, Regional Board, or CDFW jurisdiction.

On pages 99-100, Response 10(a), *Hydrology and Water Quality*, it is noted that the Project proposes an infiltration basin (identified as BMP-1 in Exhibit 4 of the hydrology report) in the southwest corner of the Project site to catch runoff for infiltration purposes and serve as stormwater quality treatment and mitigation. The proposed basin would be sized to treat the design capture volume (DCV) and to retain the storm water volume as required to not create any adverse impacts downstream. The required DCV for the proposed project site is approximately 12,000 cubic feet. The proposed basin has a total capacity of 80,599 cubic feet which is well beyond what is necessary at the site, and this satisfies the requirement for water quality. As such, the Preliminary Hydrology Report (Appendix H of the Draft IS/MND) concluded that the development of the existing vacant site into the Project is not expected to create any adverse impact to downstream properties for storms up to the 100-year condition. The mitigated development would discharge less stormwater flows than the existing site conditions by proposing a zero-discharge site. As such, no storm drain facilities are anticipated to be required for Project related storm water runoff. As previously noted, the closest Project feature to EMWD's

storm drain channel is the proposed 6'-foot high wall proposed along the southern property line. The proposed 6'-foot high wall along the southern property line would be located approximately 80' feet from EMWD's storm drain channel and separated from the channel by the Santa Fe Railroad which runs parallel to the channel. Construction activities of the proposed warehouse and associated amenities, including the 6'-foot high wall located along the southern property line would not cause any impacts to the channel as construction activities would be limited to occur within the Project site's footprint. The comment does not raise a specific issue with the adequacy of the Draft IS/MND or raise any other CEQA issue. Therefore, no further response is warranted.

B3 This comment provides closing remarks and contact information at the District to obtain further information regarding Encroachment Permit application and issuance process. The comment does not raise a specific issue with the adequacy of the Draft IS/MND or raise any other CEQA issue. Therefore, no further response is warranted.

Comment Letter C – Riverside Transit Agency (RTA)

From: Mauricio Alvarez <malvarez@riversidetransit.com>
Sent: Tuesday, February 14, 2023 10:47 AM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Subject: JD Fields Pipe Facility

Warning: This email originated from outside the City of Hemet. Think before you click!

Hi Monique,

Thank you for including Riverside Transit Agency in the transmittal to review the JD Fields Pipe Facility project on Gilmore St. After reviewing the plans, there are no comments to submit for this particular project at this time.

C1

Thank you,

Mauricio Alvarez, MBA
Planning Analyst
Riverside Transit Agency
p: 951.565.5260 | e: malvarez@riversidetransit.com
Website | Facebook | Twitter | Instagram
1825 Third Street, Riverside, CA 92507

Response to Comment Letter C – Riverside Transit Agency (RTA)

C1 The comment notes that the Riverside Transit Agency (RTA) has reviewed the Project plans and have no comments at this time. Therefore, no further response is warranted.

Comment Letter D – Air Quality Management District (AQMD)

From: Evelyn Aguilar <eaguilar@aqmd.gov>
Sent: Thursday, January 19, 2023 6:14 PM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Cc: Sam Wang <swang1@aqmd.gov>
Subject: Technical Data Request: Proposed JD Fields Pipe Facility – Site Development Review SDR 21-021 Project

Warning: This email originated from outside the City of Hemet. Think before you click!

Dear Monique Alaniz-Flejter,

South Coast AQMD staff received the Notice of Intent to Adopt a Mitigated Negative Declaration (NOI/MND) for the **Proposed JD Fields Pipe Facility – Site Development Review SDR 21-021 Project** (South Coast AQMD Control Number: RVC230111-02). Staff is currently in the process of reviewing the NOI/MND. The public commenting period is from 1/11/2023 – 2/10/2023.

Upon review of the files provided as part of the public review period, I was able to access the NOI/MND and Appendices on the City's website.

Please provide an electronic copy of any live modeling and emission calculation files (complete files, not summaries) that were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following:

- CalEEMod Input Files (.csv files);
- Live EMFAC output files;
- Any emission calculation file(s) (live version of excel file(s); no PDF) used to calculate the Project's emission sources (i.e. truck operations).

D1

You may send the above-mentioned files via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff by **1/27/23**. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

If you have any questions regarding this request, please contact me.

Thank you,

D1 Cont.

Evelyn Aguilar
Air Quality Specialist, CEQA-IGR
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: 909-396-3148
E-mail: eaguilar@aqmd.gov
Hours of operation:
Tuesday - Friday 7:00 AM to 5:30 PM

South Coast AQMD

Cleaning the air that we breathe……™

From: Cano, Kari <Kari.Cano@kimley-horn.com>
Sent: Tuesday, February 7, 2023 9:14 AM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Cc: Kristen Stoner <kstoner@dudek.com>; Evelyn Aguilar <eaguilar@aqmd.gov>; Terence Cooper <tc@foxgate.com>
Subject: RE: Technical Data Request: Proposed JD Fields Pipe Facility – Site Development Review SDR 21-021 Project

Warning: This email originated from outside the City of Hemet. Think before you click!

Good morning,

Attached are the input (Excel file) and output files (PDFs). There aren't any EMFAC or other calculation files for this one. Please let me know if you need anything else.

Not a Comment

Thank you,
Kari

Kari Cano
Kimley-Horn | 3880 Lemon Street, Suite 420, Riverside, CA 92501
Direct: 951-543-9869 | Mobile Phone: 951-212-3848 |
Connect with us: Twitter | LinkedIn | Facebook | Instagram | Kimley-Horn.com

Celebrating 15 years as one of FORTUNE's 100 Best Companies to Work For

From: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Sent: Wednesday, February 22, 2023 8:38 AM
To: Cano, Kari <Kari.Cano@kimley-horn.com>
Cc: Kristen Stoner <kstoner@dudek.com>; Evelyn Aguilar <eaguilar@aqmd.gov>; Terence Cooper <tc@foxgate.com>
Subject: RE: Technical Data Request: Proposed JD Fields Pipe Facility – Site Development Review SDR 21-021 Project

Good morning Ms. Aguilar,

Please let us know if you have any questions or comments in regards to the data provided.

Not a Comment

Thank you.

Monique Alaniz-Flejter, AICP
Principal Planner
City of Hemet | 445 E. Florida Avenue, Hemet, CA 92543
(951) 765-2370 |
City Hall Hours (Monday thru Friday) 7:30am-5:30pm

Please note my new Office Hours (Tuesday thru Friday) 7:00am-5:30pm

From: Evelyn Aguilar <eaguilar@aqmd.gov>
Sent: Wednesday, February 22, 2023 8:51 AM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>; Cano, Kari <Kari.Cano@kimley-horn.com>
Cc: Kristen Stoner <kstoner@dudek.com>; Terence Cooper <tc@foxgate.com>
Subject: RE: Technical Data Request: Proposed JD Fields Pipe Facility – Site Development Review SDR 21-021 Project

Warning: This email originated from outside the City of Hemet. Think before you click!

Good morning, Monique,

Thank you for the follow up e-mail. We received the data on 2/7/23 and no questions or comments as of yet.

D2

1

Response to Comment Letter D – Air Quality Management District (AQMD)

D1 The comment serves as an introductory statement summarizing the proposed Project and noting appreciation to the Lead Agency (City of Hemet) for the opportunity to comment on the Project. The comment does not raise a specific issue with the adequacy of the Draft IS/MND or raise any other CEQA issue, but does request that the following data is made available to AQMD in order to conduct a review of the Project:

- CalEEMod Input Files
- Live EMFAC output files; and
- Any emission calculations use to calculate the Project's emissions sources.

On February 7, 2023, Ms. Kari Cano from Kimley-Horn and Associates provided the requested input and output files to AQMD for their review. This summarizes the extent of this comment and how it was addressed. The comment does not raise a specific issue with the adequacy of the Draft IS/MND or raise any other CEQA issue. Therefore, no further response is warranted.

D2 The comment notes that AQMD received the data provided by Ms. Kari Cano, and as of February 22, 2023, AQMD had no questions or comments. The comment does not raise a specific issue with the adequacy of the Draft IS/MND or raise any other CEQA issue. Therefore, no further response is warranted.

Section 3.0 Errata

This section includes minor edits to the Public Draft IS/MND in response to comments from the public (deleted text is shown in "strikeout" text, and new text is shown as *underlined/italics*. These modifications represent minor corrections or clarify or amplify information in the IS/MND. Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis.

Soil Cut and Fill Quantities, page 8, of the Public Draft IS/MND

The Project is anticipated to require approximately ~~15,375~~ *7,856* cubic yards (CY) of soil cut, approximately ~~1,473~~ *7,346* CY of soil fill, with approximately ~~13,902~~ *510* CY of soil export; refer to **Exhibits 5a** and **5b**, *Preliminary Grading Plan*. Exported soil would be taken to CR&R Environmental Services, located at 3777 Industrial Avenue Corporation Yard, Hemet, CA 92545.

Figures 5a & 5b, Preliminary Grading Plan, pages 15 and 16 accordingly.

Figure 5a and 5b, Preliminary Grading Plan was updated to show the updated soil cut and fill numbers. (refer to Figures 5a and 5b below in Attachment 1).

Section 2.0, Project Description, Subsection 2.5 – Proposed Project, page 6.

The Project applicant proposes the development of an approximately 25,000 square foot (sq.ft.) metal/prefab modular warehouse building consisting of approximately 22,000 sq.ft. warehouse space and approximately 3,000 sq.ft. office, ~~and~~ ~~an~~ 11,961 sq.ft. infiltration basin, *and a below ground infiltration basin with a combined total capacity of 64,931 cubic feet*. The Project would also include approximately 60 parking stalls that include standard auto parking stalls and three accessible parking stalls, including three loading and off-loading truck dock doors. interior drives, 7.0 acres (308,000 sq.ft.) of laydown or outdoor storage facility, a six-foot-tall perimeter fencing, and landscaping. The proposed warehouse facility is anticipated to be utilized by the owner/operator, JD Fields & Company, for receipt/delivery, storage, fabrication and distribution of steel/pvc pipe, steel piling, plumping equipment, valves and flanges; refer to **Exhibit 3**, *Conceptual Site Plan*.

Section 3.0, Initial Study Checklist, Item No. 8, page 17.

8. Description of Project: (Describe the whole action involved, including, but not limited to later phases of the project and any secondary, support, or off-site feature necessary for its implementation. Attach additional sheets if necessary):

The approximately 9.53-acre site is located on the east side of S. Gilmore Street and approximately 700 feet south of Acacia Avenue. Currently, the site is vacant and unimproved. The Project applicant proposes the development of an approximately 25,000 sq.ft. metal/prefab modular warehouse building consisting of approximately 22,000 sq.ft. warehouse space and approximately 3,000 sq.ft. office, an approximately 11,961 sq.ft. *above ground* detention basin *and an a below ground infiltration basin*, approximately 60 parking stalls, truck trailer parking, loading and off-loading docks, interior drives, a seven acres laydown

or outdoor storage facility, perimeter fencing, and landscaping. The proposed warehouse facility is anticipated to be utilized by the owner/operator, JD Fields & Company, for receipt/delivery, storage, fabrication and distribution of steel/pvc pipe, steel piling, plumping equipment, valves and flanges. However, the facility would exclude retail sale of any products fabricated and/or stored on site. This project intends to employ approximately 50 on-site office/warehouse workers of various construction trades (skilled labor), including a professional sales staff, and may operate twenty-four (24) hours a day, seven (7) days a week.

Section 10, Hydrology and Water Quality, Response 10(a), 3rd Full Paragraph, page 98.

As part of the Project, improvements would be provided along S. Gilmore Street, such as curb and gutter. At this time there is no intended utility work with exception of new connections to existing underground utilities, including water, sewer and electrical. Additionally, an *above ground and an underground* infiltration basin is proposed as part of the Project to catch runoff for infiltration purposes. *Both, ~~T~~ the above ground and underground* infiltration basin*s* would be located on the southwest portion of the site, adjacent to S. Gilmore Street.

Section 10, Hydrology and Water Quality, Response 10(a), 6th Full Paragraph, 4th sentence, page 99.

The Project proposes *two* infiltration basin*s* (identified as BMP-1 in Exhibit 4 of the hydrology report) in the southwest corner of the Project site. The infiltration basin*s* would serve as stormwater quality treatment and mitigation. The proposed basin*s* ~~is~~ *are* sized to treat the design capture the volume (DCV) and to retain the storm water volume as required to not create any adverse impacts downstreet. The required DCV for the proposed project site is approximately 12,000 cubic feet. The proposed *above ground* basin has a total combined capacity of ~~80,599~~ *64,931* cubic feet which satisfies the requirement for water quality. As such, the Preliminary Hydrology Report concluded that the development of the existing vacant site into the Project is not expected to cause a significant impact to downstream properties for storms up to the 100-year condition. The mitigated development discharges less stormwater flows than the existing site conditions by proposing a zero-discharge site.

Section 10, Hydrology and Water Quality, Response 10(b), 3rd Full Paragraph, page 100.

The Project site is currently vacant with zero percent impervious surface and drains in a southwest direction towards S. Gilmore Street, per the Preliminary WQMP. The proposed site grading intends to maintain the existing flow pattern by draining in a southwest direction into ~~an~~ *the* infiltration basin*s* (BMP-1). The proposed BMP-1 is intended for water quality and storm water mitigation purposes. The infiltration basin*s* volume was calculated using the Riverside County Infiltration Basin worksheet, which is based on the Riverside County Low Impact Development BMP Design Handbook. The proposed infiltration basin*s* (BMP-1) would serve as stormwater quality treatment and mitigation. The BMP-1 was sized to treat the DCV and to retain the storm water volume required to not create any adverse impacts downstream. The required DCV for the proposed project site is approximately 12,000 cubic feet and the proposed above ground basin has a total capacity of ~~80,599~~ *64,931* cubic feet which satisfies the requirement for water quality. The proposed site would be a zero-discharge project in which all drainage would be treated and infiltrated back into the soil and allow for groundwater recharge.

Section 10, Hydrology and Water Quality, Response 10(c)(i), page 100.

The site does not include any streams or rivers which could be altered by the proposed Project. The *two* proposed on-site infiltration basin*s* would limit the release of stormwater from the site; thereby

minimizing the potential for substantial erosion or siltation to occur on-site or off-site. Therefore, impacts would be less than significant.

Section 10, Hydrology and Water Quality, Response 10(c)(ii), page 101.

As noted above, the site does not include any streams or rivers which could be altered by the proposed Project. The development of the existing site into the Project would not create any adverse impacts downstream for storm events up to the 100-year storm. There would not be an increase in the existing discharge from the site in both the 10-year and 100-year storm events due to the *two* proposed infiltration basins that would be sized to capture and infiltrate the 100-year rainfall event. Discharge from the site would greatly decrease from the existing condition. All water from the proposed Project would sheet flow through the site and be routed into the infiltration basin.

The two proposed infiltration basin*s* ~~is~~ *would be* sized to treat the design capture volume (DCV) and required retention volume to meet Hydrologic Conditions of Concern (HCOC) requirements for water quality purposes and to provide stormwater mitigation for storm events up to the 100-year event for the site.

Section 10, Hydrology and Water Quality, Response 10(c)(iii), page 101.

As noted above and in the Preliminary WQMP, the Project would prevent stormwater runoff such that runoff water would not exceed that of existing conditions and is not otherwise anticipated to exceed the capacity of downstream drainage facilities. The proposed on-site *above ground and underground* infiltration basin*s*, infiltration and operational BMPs would reduce impacts to less than significant for stormwater runoff water quality pursuant to the WQMP.

Attachment 1: Mitigation Monitoring and Reporting Program

	Mitigation Measures / Standard Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIOLOGICAL RESOURCES					
MM BIO-1	Prior to the issuance of a grading permit, the City shall verify the grading plan states the following language in the notes section: If ground disturbance and/or vegetation clearance activities are scheduled to occur during the avian nesting season (January 1 and August 31), a pre-construction nesting bird survey shall be conducted by a Qualified Biologist within the project footprint and a 500-foot buffer around the project footprint. A Qualified Biologist is defined as a person with a B.S. in Wildlife Biology or related field, with two years of field experience in the Southern California region. Surveys shall be conducted within 3 days prior to initiation of activity and will be conducted between dawn and noon. The pre-construction surveys shall be conducted between January 1 and August 31 during the typical breeding season, or as determined by the Qualified Biologist depending on weather conditions or other factors that may affect the breeding season. If an active nest is detected during the nesting bird survey, avoidance buffers shall be implemented as determined by a Qualified Biologist. The buffer will be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. If occupied nests are found, then limits of construction to avoid occupied nests shall be established by the Qualified Biologist in the field with flagging, fencing, or other appropriate barriers (e.g., 250 feet around active passerine nests to 500 feet around active non-listed raptor nests), and construction personnel shall be instructed on the sensitivity of nest areas. The Qualified Biologist shall serve as a construction monitor during those periods when construction activities are to occur near active nest areas to avoid inadvertent impacts to these nests. The Qualified Biologist may adjust the 250-foot or 500-foot setback at his or her discretion depending on the species and the	City of Hemet-Community Development Department	Prior to Issuance of Grading Permit	City of Hemet-Community Development Department	

	Mitigation Measures / Standard Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	location of the nest (e.g., if the nest is well protected in an area or otherwise buffered). Once the Qualified Biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, construction may proceed in the setback areas. If nesting raptors or migratory birds are not detected during the pre-construction survey, no further measures shall be required, and construction activities may proceed.				
GEOLOGY AND SOILS					
MM GEO-1	Prior to issuance of a grading permit, the applicant shall provide a letter from a qualified paleontologist that demonstrates that the qualified professional paleontologist has been retained to prepare a paleontological monitoring plan, attend the project pre-construction meeting, and to implement the monitoring plan. A Qualified Professional Paleontologist is defined as a person who has a Ph.D. or M.S. or equivalent in paleontology or closely related field (e.g., sedimentary or stratigraphic geology, evolutionary biology); has a demonstrated knowledge of Southern California paleontology and geology; and has documented experience performing professional paleontological procedures and techniques. A Qualified Paleontological Resource Monitor is defined as an individual with at least one year of experience in field identification and collecting of fossil materials. The project Qualified Professional Paleontologist or Monitor shall attend the pre-excavation meetings with representatives of the lead agency, the developer or project proponent, and contractors to explain the importance of fossils, the laws protecting fossils, the need for mitigation, the types of fossils that might be discovered during excavation work, and the procedures that should be followed if fossils are discovered. The monitoring plan shall include the following performance standards at a minimum:	City of Hemet-Community Development Department	Prior to issuance of Grading Permit	City of Hemet-Community Development Department	

Mitigation Measures / Standard Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
1. A Paleontological Monitoring Plan shall be prepared and approved by the Qualified Professional Paleontologist retained for the project prior to the pre-construction meeting. The Paleontological Monitoring Plan shall include a literature search, record search, and, as needed, consultation information based on coordination with other paleontologists who have completed monitoring for other projects within the City of Hemet. 2. A qualified professional paleontologist or a paleontological resource monitor under the direction and supervision of a qualified professional paleontologist, shall be on site during original cutting of Pleistocene-age alluvial deposits. The qualified professional paleontologist or a paleontological resource monitor shall follow the Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (Society of Vertebrate Paleontology 2010; Available at: http://vertpaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx). 3. Monitoring of the noted geologic unit may be either increased or decreased after the original cutting depending upon if on-going grading activities would involve cut into native Pleistocene-age alluvium deposits, as determined by the qualified paleontologist. After 50% of excavations are complete in either an area or rock unit and no fossils of any kind have been discovered, the level of monitoring can be reduced or suspended entirely at the project paleontologist's discretion. 4. In the event that well-preserved fossils are discovered, a qualified paleontologist shall have the authority to temporarily halt or redirect construction activities in the discovery area to allow recovery in a timely manner				

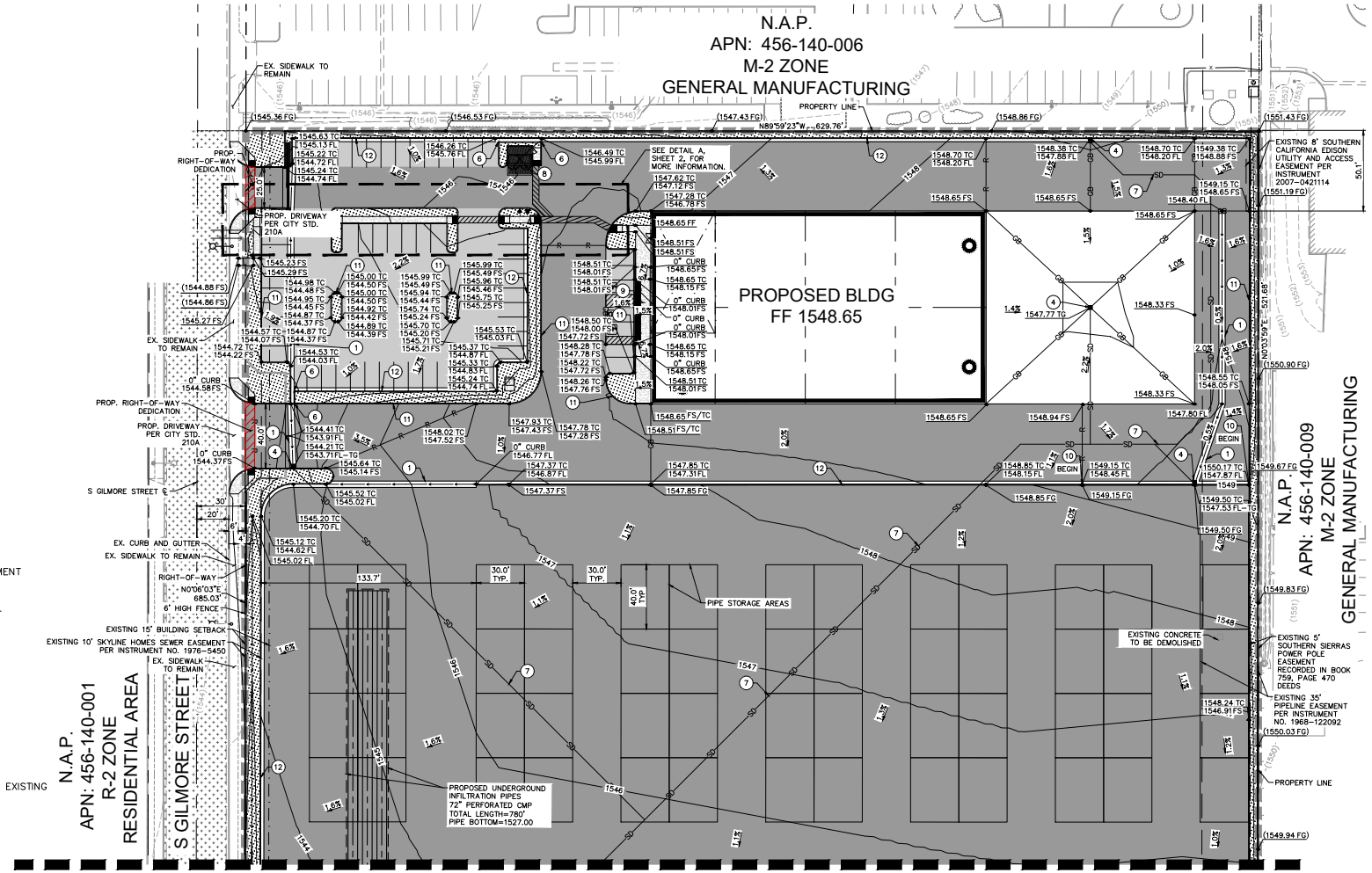
Mitigation Measures / Standard Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
(typically on the order of one hour to two days). All collected fossil remains shall be cleaned, sorted, cataloged and deposited in an appropriate paleontological repository as defined by the Standard Procedures for the Assessment and Mitigation of Advisees Impacts to Paleontological Resources (Society of Vertebrate Paleontology 2010) at the applicant's expense. 5. A Final Monitoring Report (with a map showing fossil site locations) summarizing the results, analyses, and conclusions of the above-described monitoring/recovery program shall be submitted to the City of Hemet within three months of terminating monitoring activities. The final report should emphasize the discovery of any new or rare taxa, or palaeoecological or taphonomic significance. A complete set of field notes, geologic maps, stratigraphic sections, and a list of identified specimens must be included in or accompany the final report. This report should be finalized only after all aspects of the mitigation program are completed, including preparation, identification, cataloging, and curatorial inventory. The final report (with any accompanying documents) and repository curation of specimens and samples constitute the goals of a successful paleontological resource mitigation program. Full copies of the final report should be deposited with both the lead agency and the repository institution with the request that all locality data remain confidential and not made available to the general public.				
GREENHOUSE GAS EMISSIONS				

	Mitigation Measures / Standard Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
MM GHG-1	As part of the building permit for tenant improvements, the project shall install solar photovoltaic (PV) panels. On-site solar PV systems shall be installed within two years of commencing operations. Each building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage. This mitigation measure applies only to tenant permits and not the building shell approvals.	City of Hemet-Community Development Department	Prior to issuance of Grading Permit	City of Hemet-Community Development Department	

Attachment 2: Revised Exhibit 5a – Preliminary Grading Plan

LEGEND

- PROPERTY LINE
- CIVIL LIMITS OF WORK
- BUILDING SETBACK
- EASEMENT
- FLOW LINE
- GB GB — GRADEBREAK
- (1545.10 TC) (1544.60 FS) — EXISTING SPOT ELEVATION
- 1545.10 TC 1544.60 FS — PROPOSED SPOT ELEVATION
- 1.5% — PROPOSED FLOW (DIRECTION AND SLOPE)
- (XXXX) — EXISTING CONTOUR
- (XXXX) — EXISTING MINOR CONTOUR
- XXXX — PROPOSED CONTOUR
- XXXX — PROPOSED MINOR CONTOUR
- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- LIGHT DUTY CONCRETE WALK
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY CONCRETE
- FULL DEPTH REMOVAL TO MATCH EXISTING IN KIND
- DRIVEWAY DEDICATION



SITE DATA:

PARCEL SIZE:	414,481± S.F. (9.52± AC)
LIMITS OF DISTURBANCE:	414,481± S.F. (9.52± AC)
PROPOSED IMPERVIOUS AREA:	379,229± S.F. (8.71± AC)
PROPOSED PERVIOUS AREA:	35,252± S.F. (0.81± AC)
APN:	456-140-008
EXISTING USE:	VACANT
PROPOSED USE:	MANUFACTURING WAREHOUSE (M-2)
GENERAL PLAN:	INDUSTRIAL GENERAL PLAN (I)
PARKING REQUIREMENTS:	1 STALL/500 SQUARE FEET =

KEY NOTES:

1. PROPOSED 4' RIBBON GUTTER
2. PROPOSED INFILTRATION BASIN
3. PROPOSED HEADWALL WITH RIP RAP AND PRETREATMENT DEVICE
4. PROPOSED GRATED INLET WITH FILTER INSERT
5. PROPOSED UNDER SIDEWALK OVERFLOW DRAIN WITH FILTER INSERT
6. PROPOSED 2 FOOT CURB CUT
7. PROPOSED STORM DRAIN PIPE
8. PROPOSED TRASH ENCLOSURE PER CITY STANDARDS R-500B (DOUBLE)
9. PROPOSED CURB RAMP WITH DETECTABLE WARNINGS
10. PROPOSED VARYING HEIGHT GRAVITY CURB, CURB AND GUTTER (MAX 2.45')
11. PROPOSED CURB
12. PROPOSED CURB AND GUTTER
13. PROPOSED CONCRETE SPILLWAY
14. PROPOSED RISER STRUCTURE

ESTIMATED EARTHWORK QUANTITIES

CUT:	7,856 CY
FILL:	7,346 CY
NET:	510 CY CUT

NOTE: THE ABOVE QUANTITIES ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE CONTOURS AND SPOT GRADES ON THE BASE SURVEY. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S).

THE EARTHWORK QUANTITIES ABOVE ARE FOR PERMIT PURPOSES ONLY. THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, OVER- EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, FOOTINGS, SLABS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE NEW PAVEMENTS, ETC. THE CONTRACTOR SHALL RELY ON THEIR OWN EARTHWORK ESTIMATES FOR BIDDING PURPOSES.

GENERAL NOTES

- PROPOSED TRASH ENCLOSURE MUST BE INSTALLED IN ACCORDANCE WITH CITY OF HEMET STANDARDS AND SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

LANDSCAPE NOTE:

FINISH GRADE OF LANDSCAPE AREAS IS TO BE DEPRESSED 1-2 INCHES (MIN.) BELOW TOP OF CURB, SIDEWALK OR PAVEMENT.

Source: Kimley-Horn and Associates, Inc., 9/30/2024.

EXHIBIT 5a: Preliminary Grading Plan
Hemet JD Fields
City of Hemet

Not to Scale

Kimley»Horn
Expect More. Experience Better.

Attachment 3: Updated Air Quality, Greenhouse Gas, and Noise Consistency Analysis Memorandum

Kimley»Horn

MEMORANDUM

To:	Ruben Salas, Project Manager
From:	Alex Pohlman, Kimley-Horn and Associates, Inc.
Date:	September 23, 2024
Subject:	JD Fields Pipe Facility Project – Air Quality, Greenhouse Gas, and Noise Consistency Analysis

1.0 PURPOSE

The purpose of this memorandum is to identify compare the air quality and greenhouse gas (GHG) emissions, as well as noise and vibration levels associated with construction and operations of the proposed JD Fields Pipe Facility Project (Project), located in the City of Hemet, California. An air quality assessment, greenhouse gas emissions assessment, and acoustical assessment were prepared for the original project in August 2022. Since that time the Project has been revised. This analysis has been undertaken to analyze whether the revised Project would result in any new significant environmental impacts as compared to the previous conclusions discussed in the Initial Study/Mitigated Negative Declaration.

Project Location and Setting

The proposed Project is in the City of Hemet (City), located on the east side of S. Gilmore Street, approximately 700 feet south of Acacia Avenue. Local access to the Project site is provided by S. Gilmore Street. Regional access is provided by State Route 74 (SR-74), which connects to the Interstate 215 (I-215) to the west and State Route 79 (SR-79), which connects to the Interstate 10 (I-10) to the north. The existing 9.2-acre site is currently vacant and unimproved.

2.0 PROPOSED PROJECT

Previous Project

The previously analyzed project proposed the development of a 25,000 square foot (sq. ft.) metal/prefab modular warehouse building consisting of 22,000 sq. ft. warehouse space and 3,300 sq. ft. office, an approximately 11,961 sq. ft. detention basin, 60 parking stalls, truck trailer parking, loading and off-loading docks, interior drives, a 7.0 acres laydown or outdoor storage facility, perimeter fencing, and landscaping. The warehouse facility is anticipated to be utilized by the owner/operator, JD Fields & Company, for receipt/delivery, storage, fabrication, and distribution of steel/Polyvinyl chloride (PVC) pipe, steel piling, plumping equipment, valves, and flanges. However, the facility would exclude retail sale of any products fabricated and/or stored on-site. Although the project drive aisles and parking area would be paved, the outdoor storage area was intended to be left unpaved and covered with gravel. This project intends to employ approximately 50 on-site office/warehouse workers of various construction trades (skilled labor), including a professional sales staff, and may operate twenty-four (24) hours a day, seven (7) days a week.

Current Project

The proposed Project would consist of the same site as previously analyzed project. Changes to the Project include paving all previously unpaved outdoor storage areas and installing an underground water treatment basin. Overall, the amount of building square footage and number of daily truck and passenger vehicle trips would remain the same.

3.0 PROJECT SPECIFIC ANALYSIS

3.1 Air Quality

Like the previous project, air quality and GHG emissions have been modeled using CalEEMod. However, since the time that the modeling for the previous project was completed, California Air Pollution Control Officers Association (CAPCOA) has released a new version of CalEEMod. Therefore, the analysis for the current Project has been modeled using the latest version of CalEEMod, version 2022. As a result, construction and operational emissions may be different due to changes in the way emissions are calculated in the new model.

Construction Emissions

To be consistent with previous modeling, construction of the proposed Project was modeled using the same construction schedule as the previous project, starting February 1, 2022, and concluding November 25, 2022. This method is conservative, as construction equipment and vehicle emissions would decrease in future years as engines become cleaner and fuel efficiency improves.

Construction for the previously analyzed project and current Project would involve the same building footprint and the same exterior building architecture. The project is anticipated to have increased earthwork volumes due to excavation for the underground water treatment basin and would include the paving of additional Project site areas, however construction duration and equipment used would be the same as the previously modeled project. The Project would be constructed over approximately 10 months. Site preparation and grading would conservatively export approximately 16,000 cubic yards of soil which is 2,098 cubic yards more than the previously analyzed project. The project would be required to implement South Coast Air Management District (SCAQMD) standard dust control rules. As shown in **Table 1: Construction Emission**, all criteria pollutants would remain below their respective thresholds.

Table 1: Construction Emissions

Source	Pollutant (Maximum Pounds per Day)					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Year 1 (2022)	6.02	49.83	39.31	0.08	11.00	6.19
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A for Model Data Outputs.						
Source: CalEEMod version 2022, Refer to Appendix A for model outputs.						

Operational Emissions

The operational emissions from the proposed Project are shown in **Table 2: Operational Emissions**. Like the previously analyzed project, the emissions are below SCAQMD thresholds.

Table 2: Operational Emissions

Source	Pollutant (Maximum Pounds per Day)					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Mobile Emissions	0.23	2.34	2.77	0.02	0.88	0.25
Area Source Emissions	0.84	0.01	1.10	0.0001	0.002	0.002
Energy Emissions	0.01	0.14	0.12	0.001	0.01	0.01
Off-Road Emissions	1.22	10.39	10.33	0.02	0.57	0.52
Total Emissions	**2.30**	**12.88**	**14.32**	**0.0411**	**1.462**	**0.782**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod version 2022, Refer to Appendix A for model outputs.						

Identical to the previously analyzed project, the proposed Project would generate 43 daily vehicle trips, resulting in mobile source emissions. Area source emissions would be generated due to consumer products, architectural coating, and landscaping. Energy source emissions would be generated due to the project's natural gas usage, including space heating and water heating. The analysis also includes off-road emissions from cargo handling equipment such as forklifts. As shown in **Table 2**, operational emissions from the project would not exceed SCAQMD thresholds for criteria pollutants.

Localized Construction Significance Analysis

To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. The appropriate source receptor area (SRA) for this Project is the Hemet/San Jacinto Valley area (SRA 28). The nearest sensitive receptors are the residences located 70 feet (21.34 meters) west of the Project. The SCAQMD recommends that the 25-meter LSTs should be used for receptors located 25 meters away or less. Although the proposed Project includes additional construction activities (paving additional on-site areas and constructing an underground water treatment basin) the equipment used on-site remained the same. Therefore, LSTs for receptors located at 25 meters or less with a disturbance area of 4 acres per day were utilized in this analysis, identical to the previously analyzed project. **Table 3: Localized Significance of Construction Emissions** presents the results of localized emissions during each construction phase.

Table 3: Localized Significance of Construction Emissions

Construction Activity	Maximum Pounds Per Day			
	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Site Preparation	43.35	36.71	9.67	5.77
Grading	22.90	21.19	3.87	2.35
Building Construction	13.06	13.56	0.68	0.60
Paving	8.46	10.09	0.46	0.43
Architectural Coating	0.96	1.17	0.04	0.04
SCAQMD Localized Screening Threshold (adjusted for 4 acres at 25 meters)	*325*	*1,677*	*11*	*7*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2022, Refer to Appendix A for model outputs.				

Table 3 shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g. warehouse or transfer facilities). Since the Project is a warehouse, the operational phase LST protocol is conservatively applied to both the area source and 10 percent of the mobile source emissions. This portion of the mobile sources conservatively represents the on-site idling from trucks. As the nearest receptors are located approximately 70 feet (21.34 meters) from the Project site, the LSTs for 25 meters in SRA 28 were utilized in this analysis. Although the Project is approximately 9.2 acres, the 5-acre LST threshold was conservatively used for the proposed Project, as the LSTs increase with the size of the site.

Emissions shown in **Table 4: Localized Significance of Operational Emissions**, conservatively include all on-site Project-related area sources, off-road equipment emissions, and 10 percent of the total Project-related new mobile sources since a portion of mobile sources would include vehicles maneuvering and idling on-site. **Table 4** shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4: Localized Significance of Operational Emissions

Activity	Maximum Pounds Per Day			
	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site Area Source and off-road equipment	10.40	11.43	0.57	0.52
On-Site (10%) of Mobile Source Emissions	0.23	0.23	0.09	0.03
Total Emissions	**10.63**	**10.66**	**0.66**	**0.55**
SCAQMD Localized Screening Threshold (5 acres at 25 meters)	*371*	*1,965*	*4*	*2*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2022, Refer to Appendix A for model outputs.				

Conclusion

The Project would involve additional paving and the installation of an underground water treatment basin; however, the Project's building footprint and exterior building architecture would remain the same. The construction of the underground water treatment basin would require the export of additional soil which would result in more hauling trips during the site preparation and grading phases of construction.

Operational activities would remain the same because the building square footage and daily vehicle trips (passenger vehicles and trucks) would remain unchanged. The proposed Project would not result in new impacts relative to cumulative air quality emissions or a substantial increase in the severity of a previously identified significant impact.

As shown in **Table 1** and **Table 2**, the proposed Project would not exceed SCAQMD's thresholds. In addition, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations as shown in **Table 3** and **Table 4**. Therefore, no new or more significant air quality impacts than those analyzed in the original Initial Study/Mitigated Negative Declaration (IS/MND) would result from the proposed Project and no new or additional mitigation is required.

3.2 Greenhouse Gas Emissions

Construction Emissions

Construction for the previously analyzed project and the current project, would involve the same building footprint and the same exterior building architecture. The Project is anticipated to have increased earthwork volumes due to excavation for the underground water treatment basin; however, construction activity duration and equipment used would be the same as the previously modeled project. The previously analyzed project would result in 17.17 $MTCO_2e$ per year (amortized over 30 years) from construction. However, due to changes in how CalEEMod version 2022 calculates GHG emissions, construction of the proposed Project would generate less GHG. As shown in **Table 5: Construction Greenhouse Gas Emissions**, the proposed Project would generate 10.52 $MTCO_2e$ per year (amortized over 30 years).

Table 5: Construction Greenhouse Gas Emissions

Category	$MTCO_2e$
Construction	315.60
30-Year Amortized Construction	10.52
Source: CalEEMod version 2022, Refer to Appendix A for model outputs.	

Operational Emissions

The previous and the current version of the Project would generate GHG emissions from direct and indirect sources. Direct emissions include construction, area source, and mobile emissions while indirect emissions are energy consumption, solid waste, and water demand. The previously analyzed project would result in 533 $MTCO_2e$ per year from operations. As shown in **Table 6: Operational Greenhouse Gas Emissions**, the proposed Project would generate approximately 675.64 $MTCO_2e$ annually from both construction and operations of the project. Consistent with the previously analyzed project, proposed Project emissions would not exceed the 3,000 $MTCO_2e$ per year threshold.

Table 6: Operational Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$
Construction Amortized Over 30 Years	10.52
Area Source	0.52
Energy	52.45
Mobile	331.87
Off-Road Equipment	259.00
Waste	7.41
Water and Wastewater	13.87
Total	**675.64**
Riverside County CAP Threshold	*3,000*
Exceeds Threshold?	**No**
Source: CalEEMod version 2022, Refer to Appendix A for model outputs.	

Conclusion

The previous and proposed Project include construction of a warehouse building and office space. Both options would involve the same building footprint and the same exterior building architecture. However, the proposed Project would pave the entire site and install an underground water treatment basin. Project operations would remain identical to the previously analyzed project. Project related direct GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. As shown in **Table 6**, GHG emissions for the proposed Project would not exceed the GHG threshold. Therefore, no new or more significant impacts than those analyzed in the original IS/MND would occur, and no new or additional mitigation is required.

3.3 Noise Analysis

Construction Noise

Construction for the previously analyzed project and current Project would involve the same building footprint and the same exterior building architecture. The project is anticipated to have increased earthwork volumes due to excavation for the underground water treatment basin; however, project construction activities and duration would remain the same. Although the proposed Project includes additional work (paving additional on-site areas and installing an underground water treatment basin) the equipment used on-site would be the same, and distances from sensitive receptors would not change. As a result, construction noise levels would remain the same as those analyzed for the previously analyzed project, resulting in a less than significant impact.

Operational Noise

The proposed Project includes the same building footprint and the same exterior building architecture as the previously analyzed project. As a result, the proposed project would generate the same amount of traffic on adjacent roadways. Based on the Traffic Study, the previously analyzed project would generate 43 daily trips. Operational noise analysis for the previously analyzed project included noise from mechanical equipment (i.e. trash compactors, air conditioners, etc.), slow moving trucks on the Project site, activities at the loading areas, parking lot noise, and off-site traffic noise. Because operation of the proposed Project is identical to the operation of the previously analyzed project, noise impacts would remain the same. Therefore, operational noise impacts would be less than significant, consistent with the previously analyzed project.

Vibration Levels

Once operational, the Project would not be a source of ground-borne vibration. Increases in ground-borne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Construction for the previously analyzed project and the proposed Project would involve the same building footprint and the same exterior

building architecture. As discussed under construction noise, the proposed Project would employ the same construction equipment as the previously analyzed project and the duration of construction would remain the same. As a result, construction equipment vibration levels would also remain the same.

The nearest sensitive receptors are mobile-home residences approximately 70 feet to the west and the nearest structure (a commercial building to the east) is approximately 35 feet or more from the active construction zone. Vibration velocities from construction equipment would not exceed 0.0537 in/sec PPV, which is below the FTA's 0.20 PPV threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest residential structure. Therefore, vibration impacts associated with the proposed Project would be less than significant.

Conclusion

The proposed Project would involve the same building footprint and nearly the same exterior building architecture as the original version of the project. Construction for the proposed Project is anticipated to have similar construction phasing and equipment use as the previously analyzed project. Therefore, construction noise and vibration levels from construction equipment was assumed to be similar. Operation of the proposed Project would be identical to the operation of the previously analyzed project, therefore the noise associated with the proposed Project would remain the same. Therefore, the Project would not result in new noise impacts.

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JD Fields Update Detailed Report

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Data Field	Value
Project Name	JD Fields Update
Construction Start Date	2/1/2022
Operational Year	2022
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	8.60
Location	33.74064107065303, -116.99274125927529
County	Riverside-South Coast
City	Hemet
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5562
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Office Building	3.30	1000sqft	0.08	3,300	0.00	0.00	—	—

Unrefrigerated Warehouse-No Rail	22.0	1000sqft	0.51	22,000	0.00	0.00	—	—
Other Asphalt Surfaces	375	1000sqft	8.62	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-A	Water Exposed Surfaces
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.44	2.96	21.9	26.2	0.04	1.11	0.37	1.48	1.03	0.09	1.11	—	4,419	4,419	0.18	0.06	2.10	4,445
Mit.	3.44	2.96	21.9	26.2	0.04	1.11	0.37	1.48	1.03	0.09	1.11	—	4,419	4,419	0.18	0.06	2.10	4,445
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.25	6.02	49.8	39.3	0.08	2.06	20.9	23.0	1.90	10.5	12.4	—	9,629	9,629	0.33	0.70	0.25	9,846
Mit.	6.25	6.02	49.8	39.3	0.08	2.06	8.94	11.0	1.90	4.29	6.19	—	9,629	9,629	0.33	0.70	0.25	9,846
% Reduced	—	—	—	—	—	—	57%	52%	—	59%	50%	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.63	1.45	8.93	8.97	0.02	0.41	1.23	1.64	0.38	0.56	0.94	—	1,879	1,879	0.07	0.08	0.61	1,906
Mit.	1.63	1.45	8.93	8.97	0.02	0.41	0.60	1.01	0.38	0.25	0.63	—	1,879	1,879	0.07	0.08	0.61	1,906
% Reduced	—	—	—	—	—	—	51%	38%	—	55%	33%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.30	0.26	1.63	1.64	< 0.005	0.08	0.22	0.30	0.07	0.10	0.17	—	311	311	0.01	0.01	0.10	316
Mit.	0.30	0.26	1.63	1.64	< 0.005	0.08	0.11	0.19	0.07	0.05	0.12	—	311	311	0.01	0.01	0.10	316
% Reduced	—	—	—	—	—	—	51%	38%	—	55%	33%	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	Yes	No	—	Yes	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	Yes	No	—	Yes	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	Yes	No	—	Yes	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	Yes	No	—	Yes	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	3.44	2.96	21.9	26.2	0.04	1.11	0.37	1.48	1.03	0.09	1.11	—	4,419	4,419	0.18	0.06	2.10	4,445
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	6.25	6.02	49.8	39.3	0.08	2.06	20.9	23.0	1.90	10.5	12.4	—	9,629	9,629	0.33	0.70	0.25	9,846
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	1.63	1.45	8.93	8.97	0.02	0.41	1.23	1.64	0.38	0.56	0.94	—	1,879	1,879	0.07	0.08	0.61	1,906
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	0.30	0.26	1.63	1.64	< 0.005	0.08	0.22	0.30	0.07	0.10	0.17	—	311	311	0.01	0.01	0.10	316

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	3.44	2.96	21.9	26.2	0.04	1.11	0.37	1.48	1.03	0.09	1.11	—	4,419	4,419	0.18	0.06	2.10	4,445
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	6.25	6.02	49.8	39.3	0.08	2.06	8.94	11.0	1.90	4.29	6.19	—	9,629	9,629	0.33	0.70	0.25	9,846
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	1.63	1.45	8.93	8.97	0.02	0.41	0.60	1.01	0.38	0.25	0.63	—	1,879	1,879	0.07	0.08	0.61	1,906
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	0.30	0.26	1.63	1.64	< 0.005	0.08	0.11	0.19	0.07	0.05	0.12	—	311	311	0.01	0.01	0.10	316

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.16	1.08	2.39	3.98	0.02	0.04	0.85	0.89	0.04	0.22	0.26	23.7	2,315	2,339	2.47	0.27	6.60	2,487
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.95	0.89	2.48	2.44	0.02	0.04	0.85	0.89	0.04	0.22	0.26	23.7	2,277	2,300	2.47	0.27	0.18	2,442
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.08	1.01	2.52	3.27	0.02	0.04	0.84	0.89	0.04	0.22	0.26	23.7	2,285	2,308	2.47	0.27	2.85	2,453
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.20	0.18	0.46	0.60	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	3.92	378	382	0.41	0.04	0.47	406
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	Yes	No	—	Yes	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	Yes	No	—	Yes	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.28	0.23	2.24	2.77	0.02	0.03	0.85	0.88	0.03	0.22	0.25	—	1,958	1,958	0.04	0.24	6.59	2,037
Area	0.86	0.84	0.01	1.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.52	4.52	< 0.005	< 0.005	—	4.54
Energy	0.02	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	315	315	0.03	< 0.005	—	317
Water	—	—	—	—	—	—	—	—	—	—	—	10.9	36.9	47.8	1.12	0.03	—	83.7
Waste	—	—	—	—	—	—	—	—	—	—	—	12.8	0.00	12.8	1.28	0.00	—	44.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	1.16	1.08	2.39	3.98	0.02	0.04	0.85	0.89	0.04	0.22	0.26	23.7	2,315	2,339	2.47	0.27	6.60	2,487
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.27	0.22	2.34	2.33	0.02	0.03	0.85	0.88	0.03	0.22	0.25	—	1,924	1,924	0.04	0.24	0.17	1,997
Area	0.66	0.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	315	315	0.03	< 0.005	—	317
Water	—	—	—	—	—	—	—	—	—	—	—	10.9	36.9	47.8	1.12	0.03	—	83.7
Waste	—	—	—	—	—	—	—	—	—	—	—	12.8	0.00	12.8	1.28	0.00	—	44.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	0.95	0.89	2.48	2.44	0.02	0.04	0.85	0.89	0.04	0.22	0.26	23.7	2,277	2,300	2.47	0.27	0.18	2,442
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.27	0.22	2.38	2.41	0.02	0.03	0.84	0.87	0.03	0.22	0.25	—	1,929	1,929	0.04	0.24	2.85	2,005
Area	0.80	0.79	0.01	0.75	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.10	3.10	< 0.005	< 0.005	—	3.11
Energy	0.02	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	315	315	0.03	< 0.005	—	317
Water	—	—	—	—	—	—	—	—	—	—	—	10.9	36.9	47.8	1.12	0.03	—	83.7
Waste	—	—	—	—	—	—	—	—	—	—	—	12.8	0.00	12.8	1.28	0.00	—	44.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

Total	1.08	1.01	2.52	3.27	0.02	0.04	0.84	0.89	0.04	0.22	0.26	23.7	2,285	2,308	2.47	0.27	2.85	2,453
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.05	0.04	0.43	0.44	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	319	319	0.01	0.04	0.47	332
Area	0.15	0.14	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.51	0.51	< 0.005	< 0.005	—	0.51
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	52.2	52.2	< 0.005	< 0.005	—	52.5
Water	—	—	—	—	—	—	—	—	—	—	—	1.80	6.11	7.91	0.19	< 0.005	—	13.9
Waste	—	—	—	—	—	—	—	—	—	—	—	2.12	0.00	2.12	0.21	0.00	—	7.41
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	0.20	0.18	0.46	0.60	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	3.92	378	382	0.41	0.04	0.47	406

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.28	0.23	2.24	2.77	0.02	0.03	0.85	0.88	0.03	0.22	0.25	—	1,958	1,958	0.04	0.24	6.59	2,037
Area	0.86	0.84	0.01	1.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.52	4.52	< 0.005	< 0.005	—	4.54
Energy	0.02	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	315	315	0.03	< 0.005	—	317
Water	—	—	—	—	—	—	—	—	—	—	—	10.9	36.9	47.8	1.12	0.03	—	83.7
Waste	—	—	—	—	—	—	—	—	—	—	—	12.8	0.00	12.8	1.28	0.00	—	44.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	1.16	1.08	2.39	3.98	0.02	0.04	0.85	0.89	0.04	0.22	0.26	23.7	2,315	2,339	2.47	0.27	6.60	2,487
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.27	0.22	2.34	2.33	0.02	0.03	0.85	0.88	0.03	0.22	0.25	—	1,924	1,924	0.04	0.24	0.17	1,997
Area	0.66	0.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	315	315	0.03	< 0.005	—	317

Water	—	—	—	—	—	—	—	—	—	—	—	10.9	36.9	47.8	1.12	0.03	—	83.7
Waste	—	—	—	—	—	—	—	—	—	—	—	12.8	0.00	12.8	1.28	0.00	—	44.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	0.95	0.89	2.48	2.44	0.02	0.04	0.85	0.89	0.04	0.22	0.26	23.7	2,277	2,300	2.47	0.27	0.18	2,442
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.27	0.22	2.38	2.41	0.02	0.03	0.84	0.87	0.03	0.22	0.25	—	1,929	1,929	0.04	0.24	2.85	2,005
Area	0.80	0.79	0.01	0.75	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.10	3.10	< 0.005	< 0.005	—	3.11
Energy	0.02	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	315	315	0.03	< 0.005	—	317
Water	—	—	—	—	—	—	—	—	—	—	—	10.9	36.9	47.8	1.12	0.03	—	83.7
Waste	—	—	—	—	—	—	—	—	—	—	—	12.8	0.00	12.8	1.28	0.00	—	44.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	1.08	1.01	2.52	3.27	0.02	0.04	0.84	0.89	0.04	0.22	0.26	23.7	2,285	2,308	2.47	0.27	2.85	2,453
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.05	0.04	0.43	0.44	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	319	319	0.01	0.04	0.47	332
Area	0.15	0.14	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.51	0.51	< 0.005	< 0.005	—	0.51
Energy	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	52.2	52.2	< 0.005	< 0.005	—	52.5
Water	—	—	—	—	—	—	—	—	—	—	—	1.80	6.11	7.91	0.19	< 0.005	—	13.9
Waste	—	—	—	—	—	—	—	—	—	—	—	2.12	0.00	2.12	0.21	0.00	—	7.41
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	0.20	0.18	0.46	0.60	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	3.92	378	382	0.41	0.04	0.47	406

3. Construction Emissions Details

3.1. Site Preparation (2022) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.99	4.20	43.4	36.7	0.05	1.99	—	1.99	1.83	—	1.83	—	5,291	5,291	0.21	0.04	—	5,309
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	1.19	1.01	< 0.005	0.05	—	0.05	0.05	—	0.05	—	145	145	0.01	< 0.005	—	145
Dust From Material Movement	—	—	—	—	—	—	0.54	0.54	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.22	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	0.12	1.30	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	241	241	0.01	0.01	0.03	244
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	0.11	6.36	1.31	0.03	0.08	1.04	1.11	0.08	0.29	0.37	—	4,098	4,098	0.10	0.65	0.22	4,293
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.68	6.68	< 0.005	< 0.005	0.01	6.78
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.18	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	112	112	< 0.005	0.02	0.10	118
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.11	1.11	< 0.005	< 0.005	< 0.005	1.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	18.6	18.6	< 0.005	< 0.005	0.02	19.5

3.2. Site Preparation (2022) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	4.99	4.20	43.4	36.7	0.05	1.99	—	1.99	1.83	—	1.83	—	5,291	5,291	0.21	0.04	—	5,309
Dust From Material Movement	—	—	—	—	—	—	7.68	7.68	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	1.19	1.01	< 0.005	0.05	—	0.05	0.05	—	0.05	—	145	145	0.01	< 0.005	—	145
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.22	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	0.12	1.30	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	241	241	0.01	0.01	0.03	244
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	0.11	6.36	1.31	0.03	0.08	1.04	1.11	0.08	0.29	0.37	—	4,098	4,098	0.10	0.65	0.22	4,293
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.68	6.68	< 0.005	< 0.005	0.01	6.78
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.18	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	112	112	< 0.005	0.02	0.10	118
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.11	1.11	< 0.005	< 0.005	< 0.005	1.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	18.6	18.6	< 0.005	< 0.005	0.02	19.5

3.3. Grading (2022) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.76	2.32	22.9	21.2	0.03	1.10	—	1.10	1.01	—	1.01	—	3,098	3,098	0.13	0.03	—	3,108

Dust From Material Movement	—	—	—	—	—	—	7.11	7.11	—	3.43	3.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.57	1.45	< 0.005	0.08	—	0.08	0.07	—	0.07	—	212	212	0.01	< 0.005	—	213
Dust From Material Movement	—	—	—	—	—	—	0.49	0.49	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.29	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01	—	35.1	35.1	< 0.005	< 0.005	—	35.2
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.12	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	206	206	0.01	0.01	0.03	209

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	0.11	6.35	1.30	0.03	0.08	1.03	1.11	0.08	0.29	0.37	—	4,095	4,095	0.10	0.65	0.22	4,290
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.3	14.3	< 0.005	< 0.005	0.03	14.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.01	0.44	0.09	< 0.005	0.01	0.07	0.08	0.01	0.02	0.02	—	280	280	0.01	0.04	0.25	294
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.37	2.37	< 0.005	< 0.005	0.01	2.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46.4	46.4	< 0.005	0.01	0.04	48.7

3.4. Grading (2022) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.76	2.32	22.9	21.2	0.03	1.10	—	1.10	1.01	—	1.01	—	3,098	3,098	0.13	0.03	—	3,108
Dust From Material Movement	—	—	—	—	—	—	2.77	2.77	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.57	1.45	< 0.005	0.08	—	0.08	0.07	—	0.07	—	212	212	0.01	< 0.005	—	213
Dust From Material Movement	—	—	—	—	—	—	0.19	0.19	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.29	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01	—	35.1	35.1	< 0.005	< 0.005	—	35.2
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.12	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	206	206	0.01	0.01	0.03	209
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	0.11	6.35	1.30	0.03	0.08	1.03	1.11	0.08	0.29	0.37	—	4,095	4,095	0.10	0.65	0.22	4,290
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.3	14.3	< 0.005	< 0.005	0.03	14.5

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.01	0.44	0.09	< 0.005	0.01	0.07	0.08	0.01	0.02	0.02	—	280	280	0.01	0.04	0.25	294
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.37	2.37	< 0.005	< 0.005	0.01	2.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46.4	46.4	< 0.005	0.01	0.04	48.7

3.5. Building Construction (2022) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	1.38	13.1	13.6	0.02	0.65	—	0.65	0.60	—	0.60	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	1.38	13.1	13.6	0.02	0.65	—	0.65	0.60	—	0.60	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.54	0.45	4.29	4.46	0.01	0.21	—	0.21	0.20	—	0.20	—	788	788	0.03	0.01	—	791
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.08	0.78	0.81	< 0.005	0.04	—	0.04	0.04	—	0.04	—	130	130	0.01	< 0.005	—	131
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	1.01	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	154	154	0.01	0.01	0.71	157
Vendor	0.01	< 0.005	0.19	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	< 0.005	0.02	0.36	138
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.77	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	142	142	0.01	0.01	0.02	143
Vendor	0.01	< 0.005	0.20	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	< 0.005	0.02	0.01	137
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	47.2	47.2	< 0.005	< 0.005	0.10	47.8
Vendor	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	43.1	43.1	< 0.005	0.01	0.05	45.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.81	7.81	< 0.005	< 0.005	0.02	7.92

Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.14	7.14	< 0.005	< 0.005	0.01	7.48
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2022) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	1.38	13.1	13.6	0.02	0.65	—	0.65	0.60	—	0.60	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	1.38	13.1	13.6	0.02	0.65	—	0.65	0.60	—	0.60	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.54	0.45	4.29	4.46	0.01	0.21	—	0.21	0.20	—	0.20	—	788	788	0.03	0.01	—	791
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.10	0.08	0.78	0.81	< 0.005	0.04	—	0.04	0.04	—	0.04	—	130	130	0.01	< 0.005	—	131
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	1.01	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	154	154	0.01	0.01	0.71	157
Vendor	0.01	< 0.005	0.19	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	< 0.005	0.02	0.36	138
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.77	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	142	142	0.01	0.01	0.02	143
Vendor	0.01	< 0.005	0.20	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	< 0.005	0.02	0.01	137
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	47.2	47.2	< 0.005	< 0.005	0.10	47.8
Vendor	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	43.1	43.1	< 0.005	0.01	0.05	45.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.81	7.81	< 0.005	< 0.005	0.02	7.92
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.14	7.14	< 0.005	< 0.005	0.01	7.48
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2022) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.46	10.1	0.01	0.46	—	0.46	0.43	—	0.43	—	1,511	1,511	0.06	0.01	—	1,517
Paving	0.50	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.46	10.1	0.01	0.46	—	0.46	0.43	—	0.43	—	1,511	1,511	0.06	0.01	—	1,517
Paving	0.50	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.04	1.24	< 0.005	0.06	—	0.06	0.05	—	0.05	—	186	186	0.01	< 0.005	—	187
Paving	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.19	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	30.9	30.9	< 0.005	< 0.005	—	31.0
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.08	0.09	1.47	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	225	225	0.01	0.01	1.03	228
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.12	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	206	206	0.01	0.01	0.03	209
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	25.8	25.8	< 0.005	< 0.005	0.05	26.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.27	4.27	< 0.005	< 0.005	0.01	4.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Paving (2022) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.46	10.1	0.01	0.46	—	0.46	0.43	—	0.43	—	1,511	1,511	0.06	0.01	—	1,517
Paving	0.50	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.46	10.1	0.01	0.46	—	0.46	0.43	—	0.43	—	1,511	1,511	0.06	0.01	—	1,517
Paving	0.50	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.04	1.24	< 0.005	0.06	—	0.06	0.05	—	0.05	—	186	186	0.01	< 0.005	—	187
Paving	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.19	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	30.9	30.9	< 0.005	< 0.005	—	31.0
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.08	0.09	1.47	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	225	225	0.01	0.01	1.03	228
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.12	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	206	206	0.01	0.01	0.03	209
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	25.8	25.8	< 0.005	< 0.005	0.05	26.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.27	4.27	< 0.005	< 0.005	0.01	4.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2022) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	0.96	1.17	< 0.005	0.04	—	0.04	0.04	—	0.04	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.34	4.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.11	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.6	14.6	< 0.005	< 0.005	—	14.7
Architectural Coatings	0.48	0.48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.42	2.42	< 0.005	< 0.005	—	2.43
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.3	28.3	< 0.005	< 0.005	< 0.005	28.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.15	3.15	< 0.005	< 0.005	0.01	3.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.52	0.52	< 0.005	< 0.005	< 0.005	0.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Architectural Coating (2022) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.19	0.16	0.96	1.17	< 0.005	0.04	—	0.04	0.04	—	0.04	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.34	4.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.11	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.6	14.6	< 0.005	< 0.005	—	14.7
Architectural Coatings	0.48	0.48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.42	2.42	< 0.005	< 0.005	—	2.43
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.3	28.3	< 0.005	< 0.005	< 0.005	28.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.15	3.15	< 0.005	< 0.005	0.01	3.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.52	0.52	< 0.005	< 0.005	< 0.005	0.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.21	0.19	0.28	2.35	0.01	< 0.005	0.43	0.43	< 0.005	0.11	0.11	—	543	543	0.02	0.02	2.52	553

Unrefrigerated Wareho Rail	0.07	0.05	1.96	0.41	0.01	0.03	0.42	0.45	0.02	0.11	0.14	—	1,415	1,415	0.02	0.21	4.07	1,484
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.28	0.23	2.24	2.77	0.02	0.03	0.85	0.88	0.03	0.22	0.25	—	1,958	1,958	0.04	0.24	6.59	2,037
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.20	0.17	0.30	1.91	< 0.005	< 0.005	0.43	0.43	< 0.005	0.11	0.11	—	509	509	0.02	0.02	0.07	517
Unrefrigerated Warehouse-No Rail	0.07	0.04	2.05	0.42	0.01	0.03	0.42	0.45	0.02	0.11	0.14	—	1,415	1,415	0.02	0.21	0.11	1,480
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.27	0.22	2.34	2.33	0.02	0.03	0.85	0.88	0.03	0.22	0.25	—	1,924	1,924	0.04	0.24	0.17	1,997
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.04	0.03	0.06	0.36	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	85.2	85.2	< 0.005	< 0.005	0.18	86.6
Unrefrigerated Warehouse-No Rail	0.01	0.01	0.38	0.08	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	234	234	< 0.005	0.04	0.29	245
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.05	0.04	0.43	0.44	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	319	319	0.01	0.04	0.47	332

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.21	0.19	0.28	2.35	0.01	< 0.005	0.43	0.43	< 0.005	0.11	0.11	—	543	543	0.02	0.02	2.52	553
Unrefrigerated Warehouse-No Rail	0.07	0.05	1.96	0.41	0.01	0.03	0.42	0.45	0.02	0.11	0.14	—	1,415	1,415	0.02	0.21	4.07	1,484
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.28	0.23	2.24	2.77	0.02	0.03	0.85	0.88	0.03	0.22	0.25	—	1,958	1,958	0.04	0.24	6.59	2,037
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.20	0.17	0.30	1.91	< 0.005	< 0.005	0.43	0.43	< 0.005	0.11	0.11	—	509	509	0.02	0.02	0.07	517
Unrefrigerated Warehouse-No Rail	0.07	0.04	2.05	0.42	0.01	0.03	0.42	0.45	0.02	0.11	0.14	—	1,415	1,415	0.02	0.21	0.11	1,480
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.27	0.22	2.34	2.33	0.02	0.03	0.85	0.88	0.03	0.22	0.25	—	1,924	1,924	0.04	0.24	0.17	1,997
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	0.04	0.03	0.06	0.36	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	85.2	85.2	< 0.005	< 0.005	0.18	86.6
Unrefrigerated Warehouse-No Rail	0.01	0.01	0.38	0.08	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	234	234	< 0.005	0.04	0.29	245
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.05	0.04	0.43	0.44	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	319	319	0.01	0.04	0.47	332

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	55.0	55.0	0.01	< 0.005	—	55.3
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	96.7	96.7	0.01	< 0.005	—	97.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	152	152	0.01	< 0.005	—	153

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	55.0	55.0	0.01	< 0.005	—	55.3
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	96.7	96.7	0.01	< 0.005	—	97.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	152	152	0.01	< 0.005	—	153
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	9.10	9.10	< 0.005	< 0.005	—	9.16
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	16.0	16.0	< 0.005	< 0.005	—	16.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1	< 0.005	< 0.005	—	25.3

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	55.0	55.0	0.01	< 0.005	—	55.3
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	96.7	96.7	0.01	< 0.005	—	97.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	152	152	0.01	< 0.005	—	153
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	55.0	55.0	0.01	< 0.005	—	55.3
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	96.7	96.7	0.01	< 0.005	—	97.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	152	152	0.01	< 0.005	—	153
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	9.10	9.10	< 0.005	< 0.005	—	9.16
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	16.0	16.0	< 0.005	< 0.005	—	16.1

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1	< 0.005	< 0.005	—	25.3

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.2	29.2	< 0.005	< 0.005	—	29.3
Unrefrigerated Warehouse-No Rail	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	135	135	0.01	< 0.005	—	135
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	164	164	0.01	< 0.005	—	164
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.2	29.2	< 0.005	< 0.005	—	29.3
Unrefrigerated Warehouse-No Rail	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	135	135	0.01	< 0.005	—	135

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	164	164	0.01	< 0.005	—	164
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.83	4.83	< 0.005	< 0.005	—	4.84
Unrefrigerated Warehouse-No Rail	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.3	22.3	< 0.005	< 0.005	—	22.3
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	27.1	27.1	< 0.005	< 0.005	—	27.2

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.2	29.2	< 0.005	< 0.005	—	29.3
Unrefrigerated Warehouse-No Rail	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	135	135	0.01	< 0.005	—	135
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	0.02	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	164	164	0.01	< 0.005	—	164
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.2	29.2	< 0.005	< 0.005	—	29.3
Unrefrigerated Warehouse-No Rail	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	135	135	0.01	< 0.005	—	135
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	164	164	0.01	< 0.005	—	164
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.83	4.83	< 0.005	< 0.005	—	4.84
Unrefrigerated Warehouse-No Rail	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.3	22.3	< 0.005	< 0.005	—	22.3
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	27.1	27.1	< 0.005	< 0.005	—	27.2

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.57	0.57	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.20	0.18	0.01	1.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.52	4.52	< 0.005	< 0.005	—	4.54
Total	0.86	0.84	0.01	1.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.52	4.52	< 0.005	< 0.005	—	4.54
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.57	0.57	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.66	0.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape	0.02	0.02	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.51	0.51	< 0.005	< 0.005	—	0.51
Total	0.15	0.14	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.51	0.51	< 0.005	< 0.005	—	0.51

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.57	0.57	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.20	0.18	0.01	1.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.52	4.52	< 0.005	< 0.005	—	4.54
Total	0.86	0.84	0.01	1.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.52	4.52	< 0.005	< 0.005	—	4.54
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.57	0.57	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.66	0.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	0.02	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.51	0.51	< 0.005	< 0.005	—	0.51
Total	0.15	0.14	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.51	0.51	< 0.005	< 0.005	—	0.51

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.12	3.81	4.94	0.12	< 0.005	—	8.66
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	9.75	33.1	42.8	1.00	0.02	—	75.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.9	36.9	47.8	1.12	0.03	—	83.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.12	3.81	4.94	0.12	< 0.005	—	8.66
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	9.75	33.1	42.8	1.00	0.02	—	75.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.9	36.9	47.8	1.12	0.03	—	83.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.19	0.63	0.82	0.02	< 0.005	—	1.43
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1.61	5.48	7.09	0.17	< 0.005	—	12.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.80	6.11	7.91	0.19	< 0.005	—	13.9

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.12	3.81	4.94	0.12	< 0.005	—	8.66

Unrefrig Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	9.75	33.1	42.8	1.00	0.02	—	75.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.9	36.9	47.8	1.12	0.03	—	83.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.12	3.81	4.94	0.12	< 0.005	—	8.66
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	9.75	33.1	42.8	1.00	0.02	—	75.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.9	36.9	47.8	1.12	0.03	—	83.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.19	0.63	0.82	0.02	< 0.005	—	1.43
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1.61	5.48	7.09	0.17	< 0.005	—	12.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.80	6.11	7.91	0.19	< 0.005	—	13.9

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.65	0.00	1.65	0.17	0.00	—	5.79
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	11.1	0.00	11.1	1.11	0.00	—	39.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	12.8	0.00	12.8	1.28	0.00	—	44.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.65	0.00	1.65	0.17	0.00	—	5.79
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	11.1	0.00	11.1	1.11	0.00	—	39.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	12.8	0.00	12.8	1.28	0.00	—	44.8

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.27	0.00	0.27	0.03	0.00	—	0.96
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1.85	0.00	1.85	0.18	0.00	—	6.46
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.12	0.00	2.12	0.21	0.00	—	7.41

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.65	0.00	1.65	0.17	0.00	—	5.79
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	11.1	0.00	11.1	1.11	0.00	—	39.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	12.8	0.00	12.8	1.28	0.00	—	44.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.65	0.00	1.65	0.17	0.00	—	5.79
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	11.1	0.00	11.1	1.11	0.00	—	39.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	12.8	0.00	12.8	1.28	0.00	—	44.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.27	0.00	0.27	0.03	0.00	—	0.96
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1.85	0.00	1.85	0.18	0.00	—	6.46
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.12	0.00	2.12	0.21	0.00	—	7.41

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	2/1/2022	2/14/2022	5.00	10.0	—

Grading	Grading	2/15/2022	3/21/2022	5.00	25.0	—
Building Construction	Building Construction	3/22/2022	9/5/2022	5.00	120	—
Paving	Paving	9/1/2022	11/2/2022	5.00	45.0	—
Architectural Coating	Architectural Coating	10/3/2022	11/25/2022	5.00	40.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	57.2	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT

Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	57.2	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.3	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	4.15	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	2.06	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	57.2	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT

Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	57.2	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.3	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	4.15	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	2.06	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

Architectural Coating	0.00	0.00	37,500	12,500	24,843

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	4,570	15.0	0.00	—
Grading	0.00	11,430	75.0	0.00	—
Paving	0.00	0.00	0.00	0.00	8.62

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
General Office Building	0.00	0%
Unrefrigerated Warehouse-No Rail	0.00	0%
Other Asphalt Surfaces	8.62	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2022	0.00	349	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Office Building	31.0	31.0	31.0	11,315	604	604	604	220,572
Unrefrigerated Warehouse-No Rail	12.0	12.0	12.0	4,380	479	479	479	174,762
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Office Building	31.0	31.0	31.0	11,315	604	604	604	220,572
Unrefrigerated Warehouse-No Rail	12.0	12.0	12.0	4,380	479	479	479	174,762
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	37,950	12,650	22,529

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Office Building	57,562	349	0.0330	0.0040	91,036
Unrefrigerated Warehouse-No Rail	101,252	349	0.0330	0.0040	420,028
Other Asphalt Surfaces	0.00	349	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Office Building	57,562	349	0.0330	0.0040	91,036
Unrefrigerated Warehouse-No Rail	101,252	349	0.0330	0.0040	420,028
Other Asphalt Surfaces	0.00	349	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Office Building	586,521	0.00
Unrefrigerated Warehouse-No Rail	5,087,500	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Office Building	586,521	0.00
Unrefrigerated Warehouse-No Rail	5,087,500	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Office Building	3.07	—
Unrefrigerated Warehouse-No Rail	20.7	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Office Building	3.07	—
Unrefrigerated Warehouse-No Rail	20.7	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	26.6	annual days of extreme heat
Extreme Precipitation	2.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	10.3	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	93.6
AQ-PM	43.7
AQ-DPM	68.8
Drinking Water	65.6
Lead Risk Housing	33.3
Pesticides	0.00
Toxic Releases	23.7
Traffic	55.1
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	0.00
Haz Waste Facilities/Generators	63.1
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	62.9
Cardio-vascular	78.0
Low Birth Weights	64.5
Socioeconomic Factor Indicators	—

Education	59.6
Housing	94.4
Linguistic	55.1
Poverty	82.9
Unemployment	88.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	9.29038881
Employed	1.437187219
Median HI	2.361093289
Education	—
Bachelor's or higher	11.81829847
High school enrollment	100
Preschool enrollment	58.10342615
Transportation	—
Auto Access	8.828435776
Active commuting	70.56332606
Social	—
2-parent households	18.29847299
Voting	30.64288464
Neighborhood	—
Alcohol availability	48.10727576
Park access	81.35506224
Retail density	70.67881432
Supermarket access	63.09508533

Tree canopy	3.041190812
Housing	—
Homeownership	34.58231746
Housing habitability	27.11407674
Low-inc homeowner severe housing cost burden	15.30861029
Low-inc renter severe housing cost burden	22.23790581
Uncrowded housing	68.66418581
Health Outcomes	—
Insured adults	37.80315668
Arthritis	0.7
Asthma ER Admissions	48.9
High Blood Pressure	0.9
Cancer (excluding skin)	1.1
Asthma	14.8
Coronary Heart Disease	0.5
Chronic Obstructive Pulmonary Disease	0.5
Diagnosed Diabetes	4.9
Life Expectancy at Birth	1.6
Cognitively Disabled	4.2
Physically Disabled	0.4
Heart Attack ER Admissions	22.0
Mental Health Not Good	31.0
Chronic Kidney Disease	0.8
Obesity	26.2
Pedestrian Injuries	97.4
Physical Health Not Good	7.7
Stroke	0.6
Health Risk Behaviors	—

Binge Drinking	96.8
Current Smoker	32.9
No Leisure Time for Physical Activity	10.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	55.0
Elderly	1.8
English Speaking	71.9
Foreign-born	20.1
Outdoor Workers	98.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	43.7
Traffic Density	47.9
Traffic Access	23.0
Other Indices	—
Hardship	80.5
Other Decision Support	—
2016 Voting	36.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	64.0
Healthy Places Index Score for Project Location (b)	7.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	modified construction schedule based contractor schedule
Construction: Architectural Coatings	SCAQMD Rule 1113 limits VOC to 50 g/L
Operations: Vehicle Data	passenger vehicles modeled under general office 31 trips / 3.3 sf = 9.393939393939394 Trucks modeled under warehouse 12 trips / 22 = 0.5454545454545455. Delivery trip length updated to 39.9 based on SCAQMD study results
Operations: Fleet Mix	Truck fleet mix modeled under warehouse. uses CalEEMod percentages
Construction: Dust From Material Movement	export 16,000 CY soil

Attachment 4: Public Draft IS/MND

PUBLIC DRAFT

JD Fields Pipe Facility

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Site Development Review No. SDR 21-021

January 2023

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1.0 INTRODUCTION

1.1 Project Overview

This Initial Study/Mitigated Negative Declaration (IS/MND) was prepared by Kimley-Horn and Associates (Kimley-Horn) for the City of Hemet (City) to assess whether there may be significant environmental impacts associated with the proposed JD Fields Pipe Facility Project ("Project or "proposed Project"), located the east side of S. Gilmore Street, approximately 700 feet south of Acacia Avenue in the City of Hemet, California. This IS/MND was prepared consistent with the requirements of the California Environmental Quality Act (CEQA) on the basis that there was no substantial evidence that there may have significant environmental impacts on specific environmental areas. Where a potentially significant impact may occur, the most appropriate mitigation measure(s) have been identified and would be applied to avoid or mitigate the potential impact to a level of less than significant.

1.2 Lead Agency

The lead agency is the public agency with primary responsibility for a proposed project. Where two or more public agencies would be involved with a project, CEQA Guidelines §15051 establishes criteria for identifying the lead agency. In accordance with CEQA Guidelines §15051(b) (1), "the lead agency would normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Pursuant to State CEQA Guidelines §15367 and based on the criterion above, the City of Hemet is the lead agency for the proposed Project.

1.3 Purpose and Scope of the Initial Study

In accordance with CEQA (California Public Resources Code [PRC] §21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), this IS/MND has been prepared to evaluate the potential environmental effects associated with the construction and operation of the Project.

Per State CEQA Guidelines, §15070, a public agency shall prepare or have prepared a proposed negative declaration or MND for a project subject to CEQA when:

a) The initial study shows no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

b) The initial study identifies potentially significant effects, but:

    1) Revisions in the project plans or proposals made by, or agreed to by the applicant before the proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.4 Mitigation Measures

Per State CEQA Guidelines, §15041, Authority to Mitigate, a lead agency for a project has authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus" and "rough proportionality" standards. As defined by State CEQA Guidelines, §15364, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal social, and technological factors. If significant impacts are identified, then mitigation measures are adopted to reduce the impacts to less than significant levels. State CEQA Guidelines, §15126.4 states that mitigation measures must be consistent with all applicable constitutional requirements, including the following:

- There must be an essential nexus (i.e., connection) between the mitigation measure and legitimate governmental interest.
- The mitigation measure must be "roughly proportional" to the impacts of the project.

There are several forms of mitigation under CEQA (see State CEQA Guidelines, §15370). These are summarized below.

- **Avoiding** the impact altogether by not taking a certain action or parts of an action.
- **Minimizing** impacts by limiting the degree or magnitude of the action and its implementation.
- **Compensating** for the impact by replacing or providing substitute resources or environment.

Avoiding impacts is the preferred form of mitigation, followed by minimizing or compensating the impact to less than significant levels. Compensating for impacts would only be used when the other mitigation measures are not feasible.

1.5 Environmental Resource Topics

This IS/MND evaluates the proposed Project's impacts on the following resource topics:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

1.6 Document Organization

This IS/MND is divided into the following sections:

Section 1.0. Introduction – This section describes the purpose and organization of the document.

Section 2.0. Project Information – This section describes the whole of the proposed Project in detail. It also identifies any other public agencies whose review, approval, and/or permits may be required.

Section 3.0. Initial Study Environmental Checklist – This section describes the environmental setting and overview for each of the environmental resource topics. It evaluates a range of impacts classified as "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," and "potentially significant impact" in response to the CEQA Appendix G: Environmental Checklist Form (Environmental Checklist).

Section 4.0. References and Appendices – This section provides a list of the referenced studies and sources utilized to prepare this initial study.

1.7 Required Permits and Approvals

The following permits, agreements, and regulatory review processes must be approved by the City before any construction or operation of the Project, as proposed, is permitted:

- Site Development Review (SDR) No. SDR 21-021.

Other permits required for the Project, which are ministerial in nature, would include but are not limited to the following: issuance of encroachment permits for driveways, sidewalks, and connection to utilities; lighting; demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.

1.8 Summary of Findings

Section 3.0 of this document contains the Environmental Checklist that was prepared for the proposed Project pursuant to Appendix G of the State CEQA Guidelines. The Environmental Checklist indicates that the proposed Project would not result in significant impacts with the implementation of mitigation measures, as identified where applicable throughout this document.

1.9 Initial Study Review Process

The IS and a Notice of Intent (NOI) to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 30-day public review period.

Written comments regarding this MND should be addressed to:

Monique Alaniz-Flejter, AICP – Principal Planner
Community Development Department
City of Hemet
445 East Florida Avenue
Hemet, CA 925443
951-765-2370
mflejter@hemetca.gov

Comments submitted to the City during the 30-day public review period will be considered and addressed prior to the adoption of the MND by the City.

1.10 Project Applicant(s)/Sponsor(s)

Project Applicant:

Foxgate Capital
c/o Terence Cooper, Director of Investments
55 Waugh, Ste. 1250
Houston, TX 77007

2.0 PROJECT INFORMATION

2.1 Regional Location

The City of Hemet (City) is located in San Jacinto Valley in western Riverside County, approximately 30 miles southeast of Riverside, 60 miles east of Anaheim, and 80 miles north of San Diego[1]. The City is largely surrounded by unincorporated communities to the east (East Hemet, and Valle Vista), south (Ramona Bowl), and west (Winchester). The City of San Jacinto is located directly north of Hemet and the Diamond Valley Lake borders the City to the southeast; refer to **Exhibit 1**, *Regional Location Map.*

2.2 Project Location

The proposed JD Fields Pipe Facility Project (Project) encompasses approximately 9.53 acres, and it is located the City of Hemet, on the east side of S. Gilmore Street and approximately 700 feet south of W. Acacia Avenue; refer to **Exhibit 2**, *Project Vicinity Map*. Local access to the Project site is provided on S. Gilmore Street. Regional access is provided via State Route 74 (SR-74), which connects to the Interstate 215 (I-215) to the west and State Route 79 (SR-79), which connects to Interstate 10 (I-10) to the north. Additionally, the property is located on the United States Geological Survey (USGS) 7.5-Minute Series Topographic Map, *Hemet, California-Riverside County* Quadrangle.

2.3 Existing Conditions

The existing 9.53-acre site is currently vacant and unimproved. The site slopes southwest. The site is located approximately 1.3 miles northeast of the Hemet-Ryan Airport (HMT) and is within the Hemet-Ryan Airport Land Use Plan (ALUP) within Zone D.[2] According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), the site's soil is classified in the Hydrological Soil Group A, indicating a high infiltration rate.

No offsite storm drains exist in or near the Project site. According to City of Hemet 2030 General Plan (GP), the southern portion of the site is in the 500-year flood zone, per the Federal Emergency Management Administration (FEMA) map. The 500-year flood zones are area with a 0.2% (or 1 in 500 chance) annual chance of flooding.[3] A Conditional Letter of Map Revision would not be required because the site is not located within the special flood hazard area. Furthermore, the Project site is located in the Diamond Valley Combined Dam Inundation Area where flooding could occur in an unlikely event of a catastrophic earthquake that could cause the collapse of the East Dam of Diamond Valley Lake.[4]

[1] City of Hemet, *2030 General Plan,* Chapter 1: Introduction, Page 1-2, January 24, 2012.

[2] Riverside County Airport Land Use Commission. 2017. *Compatibility Map HR-1*. Retrieved from https://www.rcaluc.org/Portals/13/16%20-%20Vol.%201%20Hemet-Ryan%202017%20Final.pdf?ver=2017-03-21-131317-620. Accessed July 21, 2022.

[3] City of Hemet, *2030 General Plan,* Chapter 6: Public Safety, Page 6-10, January 24, 2012.

[4] City of Hemet, *2030 General Plan,* Chapter 6: Public Safety, Figure 6.3 Dan Inundation Hazards, January 24, 2012. Retrieved from City of Hemet's Website https://www.hemetca.gov/DocumentCenter/View/5331/6_Public-Safety_web5142019?bidId=, Accessed June 21, 2021.

2.4 Existing General Plan Land Use and Zoning Designations

The City's 2030 General Plan was adopted on January 24, 2012 and the Zoning Code (Chapter 90 of the Hemet Municipal Code [MC]) was adopted in 1984 via Ordinance No. 621). Both documents have been periodically amended and/or revised since the time of adoption. Zoning is the primary mechanism for implementing the General Plan. It provides detailed regulations pertaining to permitted and conditional uses, site development standards, and performance criteria to implement the goals and policies of the General Plan. In particular, the Land Use Element of the City's GP establishes the primary basis for consistency with the City's Zoning Code. The City's Zoning Map corresponds with the General Plan designations. The Project is located within the Industrial (I) General Plan Land Use Designation and the General Manufacturing (M-2) Zone.[5&6] Adjacent land use and zoning designations are listed in the following **Table 1**, **Surrounding Land Use and Zoning Designations**, for official area designations.

Table 1: Surrounding Land Use and Zoning Designations

Location		Existing Use	Existing General Plan Land Use Designation[i]	Existing Zoning Designation[ii]
Project Site	456-140-008	Vacant, unimproved	Industrial (I)	General Manufacturing (M-2)
North		Industrial use	Industrial (I)	General Manufacturing (M-2)
South		Atchison, Topeka and Santa Fe (AT & SF) Railway, Hemet Channel, Single-Family residential	Low Density Residential - 2.1-5 du/ac (LDR)	Terra Linda Specific Plan 79-91
East		Hemet Unified School District Office and associated parking	Industrial (I)	General Manufacturing (M-2)
West		Gilmore St, Villa Del Sol Mobile Estates (mobile home park)	Low Medium Density Residential- 5.1 – 8.0 du/ac (LMDR)	Low Density Multiple Family Residential – Maximum 8 du/ac (R-2)

Sources:
i. City of Hemet. *Land Use Plan.* Available https://www.hemetca.gov/DocumentCenter/View/5332/Figure-21-Land-Use-Plan5142019?bidId=, accessed on June 21,2021.
ii. City of Hemet. *Zoning Map.* Available at https://www.hemetca.gov/DocumentCenter/View/5289/official-zoning-map1222019?bidId=, accessed on June 21,2021.

2.5 Proposed Project

The Project applicant proposes the development of an approximately 25,000 square foot (sq.ft.) metal/prefab modular warehouse building consisting of approximately 22,000 sq.ft. warehouse space and approximately 3,000 sq.ft. office, and an 11,961 sq.ft. infiltration basin. The Project

[5] City of Hemet, *2030 General Plan,* Chapter 2: Land Use, Figure 2.1 Land Use Plan, January 24, 2012, Retrieved from City of Hemet's Website: https://www.hemetca.gov/DocumentCenter/View/5329/2_Land_Use_web5142019?bidId=, Accessed June 21, 2021.
[6] City of Hemet. *Zoning Map.* Available at https://www.hemetca.gov/DocumentCenter/View/5289/official-zoning-map1222019?bidId=, accessed on June 21, 2021.

would also include approximately 60 parking stalls that include standard auto parking stalls and three accessible parking stalls, including three loading and off-loading truck dock doors. interior drives, 7.0 acres (308,000 sq.ft.) of laydown or outdoor storage facility, a six-foot-tall perimeter fencing, and landscaping. The proposed warehouse facility is anticipated to be utilized by the owner/operator, JD Fields & Company, for receipt/delivery, storage, fabrication and distribution of steel/pvc pipe, steel piling, plumping equipment, valves and flanges; refer to **Exhibit 3**, *Conceptual Site Plan*.

Site Access

Regional access is provided via SR 74, which connects to I-215 to the west and SR-79, which connects to I-10 to the north. Truck, passenger, and emergency vehicle access would be provided via three gated access driveways along S. Gilmore St.

- Driveway No. 1 is a 25-foot-wide driveway that is located on the northwest most corner of the site.
- Driveway No. 2 is a 29-foot-wide driveway that is located just south of Driveway No. 1.
- Driveway No. 3 is an approximately 40-foot-wide driveway that is located at the southwest most corner of the site.

Driveways No. 1 and 2 would provide a knox box key switch or padlock to allow emergency vehicles access the site at any time of the day or night. The adjacent driveway across from Driveway No. 2 serving the residential community is an exit-only driveway and no conflict is anticipated.

Fencing

The Project would incorporate three driveway gates and six-foot-high perimeter security fencing.

Parking

Pursuant to §90-1423 of the Hemet Zoning Code, the number of parking spaces required for manufacturing or industrial establishments, including offices, is 1 space for each 500 square feet of gross floor area. The total square footage of the proposed warehouse building is 25,000 square feet; therefore, the Project would be required to provide at least 50 parking spaces. The Project proposes 60 parking spaces, which would exceed the minimum required number by ten spaces.

Landscaping

The Project would provide an 11,961 sq.ft. infiltration basin provided just north of Driveway 3. Per the Zoning Code, the Project is required to provide landscaping of a minimum of five percent of the total parking area. The proposed Project would provide approximately 42,000 sq.ft. of

landscape coverage that includes perimeter and parking area landscaping with ornamental trees and shrubs; refer to **Exhibit 4**, *Landscape Plan.*

Soil Cut and Fill Quantities

The Project is anticipated to require approximately 15,375 cubic yards (CY) of soil cut, approximately 1,473 CY of soil fill, with approximately 13,902 CY of soil export; refer to **Exhibits 5a** and **5b**, *Preliminary Grading Plan*. Exported soil would be taken to CR&R Environmental Services, located at 3777 Industrial Avenue Corporation Yard, Hemet, CA 92545.

Hours of Operation

The Project is anticipated to employ approximately 50 on-site office/warehouse workers of various construction trades (skilled labor), including a professional sales staff, and may operate twenty-four (24) hours a day, seven (7) days a week.

Project Features and Compliance Measures

Standard Condition AQ-1: Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following: • Portions of a construction site to remain inactive longer than a period of three months would be seeded and watered until grass cover is grown or otherwise stabilized. • All on-site roads would be paved as soon as feasible or watered periodically or chemically stabilized. • All material transported off-site would be either sufficiently watered or securely covered to prevent excessive amounts of dust. • The area disturbed by clearing, grading, earthmoving, or excavation operations would be minimized at all times. • Where vehicles leave a construction site and enter adjacent public streets, the streets would be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.	
Standard Condition CUL-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease, the City shall be notified, and	To be included in the grading plans prior to issuance

a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the Project outside of the buffered area may continue during this assessment period. Additionally, the Consulting Tribe(s) for this Project shall be contacted, as detailed in MM TCR-1, and be provided information after the archaeologist makes his/her initial assessment of the nature of the find.	of grading permits.
Standard Condition CUL-2: If significant cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to City for review and comment. The archaeologist shall monitor the remainder of the Project and implement the Plan accordingly.	

Standard Condition CUL-3: If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease, the City shall be notified, and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the Project.
• There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
  ○ The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and
  ○ If the coroner determines the remains to be Native American:
  ▪ The coroner shall contact the Native American Heritage Commission within 24 hours.
  ▪ The Native American Heritage Commission (NAHC) shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
  ▪ The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code § 5097.98 (PRC § 5097.98), or
	To be included in the grading plans prior to issuance of grading permits.

○ Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further and future subsurface disturbance pursuant to PRC § 5097.98(e). ▪ The NAHC is unable to identify a most likely descendant. ▪ The most likely descendant is identified by the NAHC, fails to make a recommendation within 48 hours of being granted access to the site; or ▪ The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.	
Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) mitigation fee and Multiple Species Habitat Conservation Plan (MSHCP) mitigation fee payments.	Prior to grading permit issuance.
Standard Condition TRA-1: Prior to the issuance of a grading permit, the City shall verify that no construction work would be performed within the public right-of-way. If construction work would occur within the public right-of-way, the applicant shall submit a Construction Traffic Management Plan in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD; Caltrans 2014) for review and approval by the City Engineer.	

2.6 Project Approvals

The City of Hemet is the Lead Agency under CEQA and is responsible for reviewing and approving the MND. The City will consider the following discretionary approvals for the JD Fields Pipe Facility Project:

- Site Development Review (SDR) No. SDR 21-021.

Additional permits may be required upon review of construction documents. Other permits required for the Project may include but are not limited to the following: the issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; building permits; grading permits; tenant improvement permits; and permits for new utility connections.

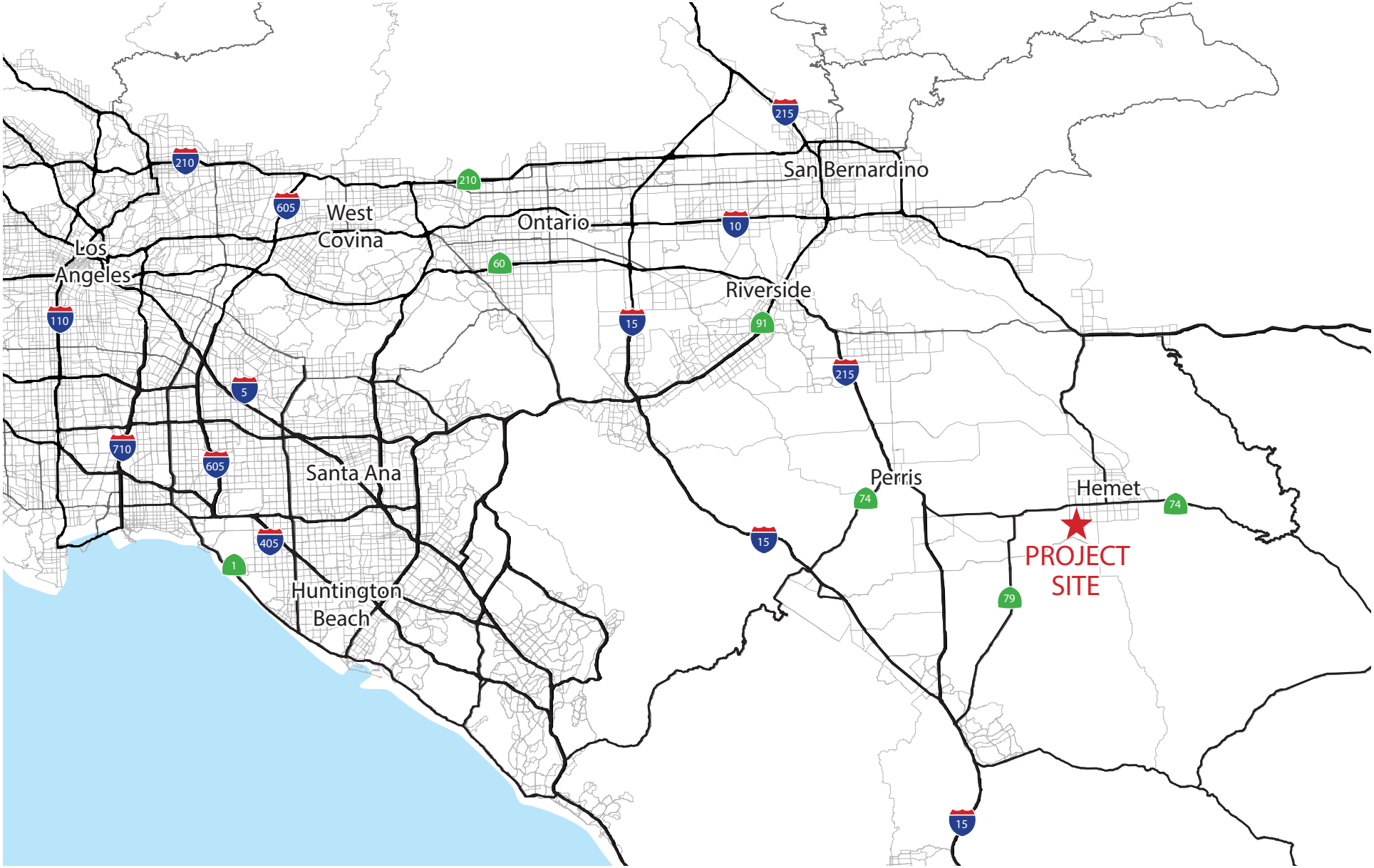

EXHIBIT 1: Regional Location Map
Hemet JD Fields
City of Hemet

Not to Scale

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EXHIBIT 2: Project Vicinity Map
Hemet JD Fields
City of Hemet

Not to Scale

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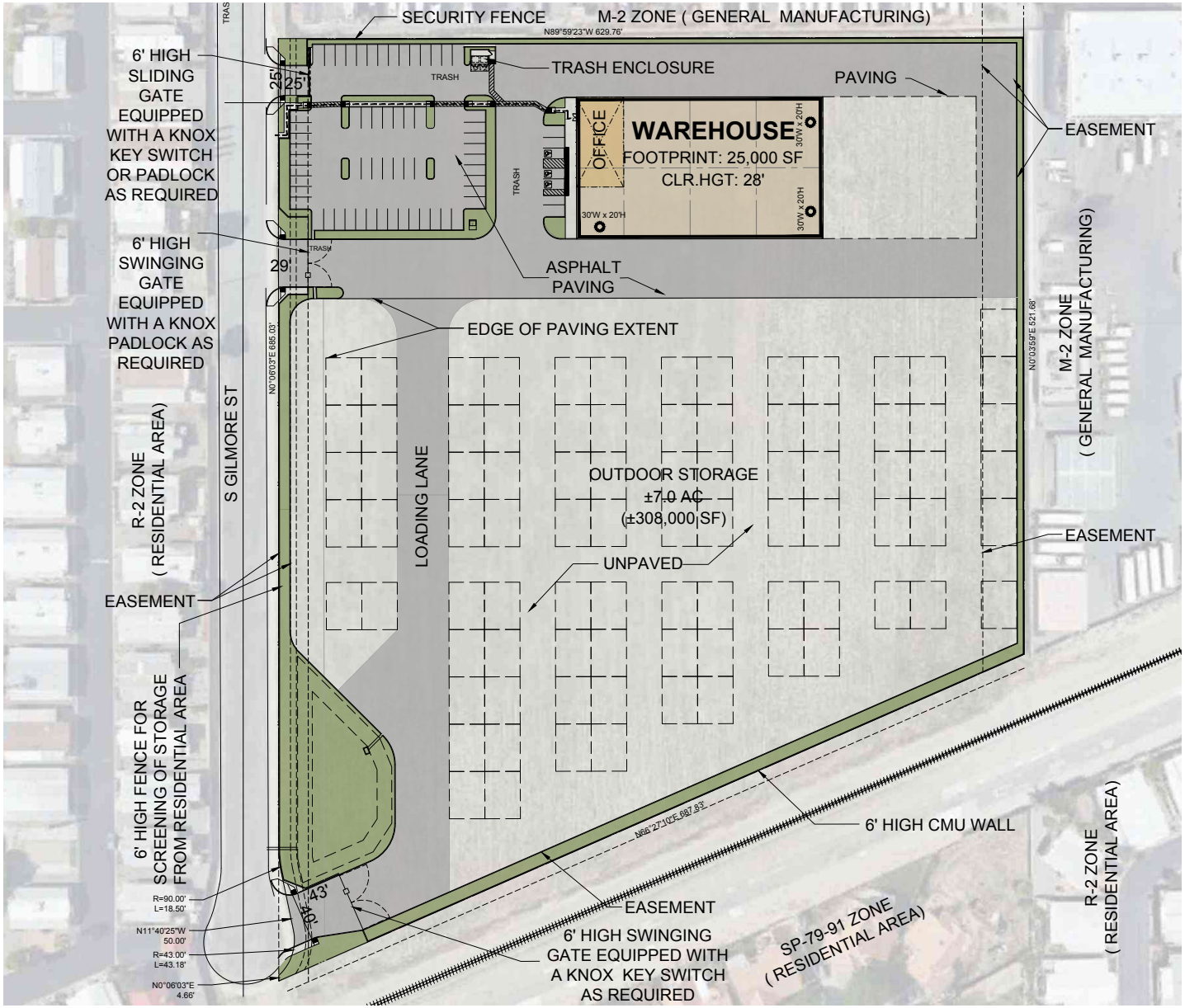

PROJECT DATA:		
SITE AREA:		
GROSS:		10.08 AC
		439,048 SF
R.O.W.		24,078 SF
NET:		9.53 AC
		414,970 SF
BUILDING FOOTPRINT:		25,000 SF
BUILDING USE:		
WAREHOUSE		22,000 SF
OFFICE	@ 12%	3,000 SF
COVERAGE:		
GROSS:		6%
NET:		6%
PARKING REQUIRED:		
WAREHOUSE	1/500 SF	44 STALLS
OFFICE	1/250 SF	12 STALLS
TOTAL		56 STALLS
PARKING PROVIDED:		
STANDARD AUTO:		64 STALLS
		@2.56/1000 SF
REQ. ACCESSIBLE		*3 STALLS*
TOTAL		67 STALLS
TRAILER:		0 STALLS
TRUCK DOCKS:		
GRADE-LEVEL DOORS		3

Source: Ware Malcomb, 4/25/2022

EXHIBIT 3: Conceptual Site Plan

Hemet JD Fields

City of Hemet

Not to Scale

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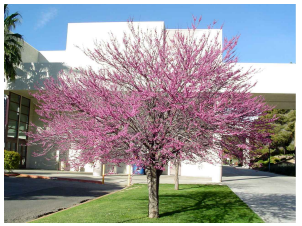

CERCIS OCCIDENTALIS /
WESTERN REDBUD

TRISTANIA CONFERTA /
BRISBANE BOX

KOELREUTERIA PANICULATA /
GOLDEN RAIN TREE

PRELIMINARY PLANTING LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE
PROPOSED TREES		
	CERCIS OCCIDENTALIS / WESTERN REDBUD	24" BOX STANDARD
	TRISTANIA CONFERTA / BRISBANE BOX	24" BOX STANDARD
	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	24" BOX STANDARD
	MELALEUCA QUINQUENERVIA / CAJEPUT TREE	15 GAL STANDARD

SYMBOL	BOTANICAL / COMMON NAME	SIZE
PROPOSED SHRUBS, GROUNDCOVER & VINES		
	AGAVE DESMETTIANA / DWARF AGAVE	1 GAL / 36" O.C.
	LAVENDULA DENTATA / FRENCH LAVENDER	1 GAL / 30" O.C.
	CALLISTEMON 'LITTLE JOHN' / DWARF BOTTLE BRUSH	1 GAL / 30" O.C.
	DIANELLA T. 'SILVER STREAK' / SILVER STREAK FLAX LILY	5 GAL / 36" O.C.
	GAURA LINDHEIMERI 'SISKIYOU PINK' / SISKIYOU PINK GAURA	5 GAL / 36" O.C.
	HEMEROCALLIS SP. / DAYLILY	1 GAL / 24" O.C.
	LEUCOPHYLLUM FRUTESCENS / TEXAS RANGER	5 GAL / 36" O.C.
	DIETES VEGETA / FORTNIGHT LILY	5 GAL / 36" O.C.
	PENNISETUM ALOEPECUROIDES / BLACK PENNISETUM	1 GAL / 36" O.C.
	PHORMIUM T. 'SURFER' / SURFER NEW ZEALAND FLAX	5 GAL / 36" O.C.
	SALVIA GREGII 'FURHMAN'S RED' / FURHMANS RED SAGE	1 GAL / 30" O.C.
	ELAEAGNUS PUNGENS / SILVERBERRY	5 GAL / 42" O.C.
	ROSA X 'FLOWERING CARPET' / FLOWERING CARPET ROSE - PINK	1 GAL / 30" O.C.
	ROSMARINUS O. 'PROSTRATUS' / PROSTRATE ROSEMARY	1 GAL / 30" O.C.
	LANTANA CAMARA / COMMON LANTANA	5 GAL / 36" O.C.
	MYOPORUM PARVIFOLIUM / MYOPORUM	1 GAL / 36" O.C.

MELALEUCA QUINQUENERVIA /
CAJEPUT TREE

LANDSCAPE CALCULATIONS
PARKING SPACES PROVIDED: 67 SPACES
TREE REQUIREMENT: 1 TREE FOR EVERY 5 PARKING SPACES
TREE REQUIREMENT: 5 TREES / 67 SPACES = 13.4 TREES
TREES PROVIDED WITHIN THE PARKING AREA: 23 TREES

LANDSCAPE AREA PROVIDED: 35,443 SF
TOTAL SITE AREA: 439,048 SF
35,443 SF / 439,048 SF = 8%
6,429 SF OF PLANTING WITHIN THE PARKING AREA
33,484 SF OF PARKING LOT AREA
6,429 SF / 33,484 SF = 19.2% LANDSCAPE WITHIN PARKING AREA

EXHIBIT 4: Landscape Plan

Hemet JD Fields

City of Hemet

Not to Scale

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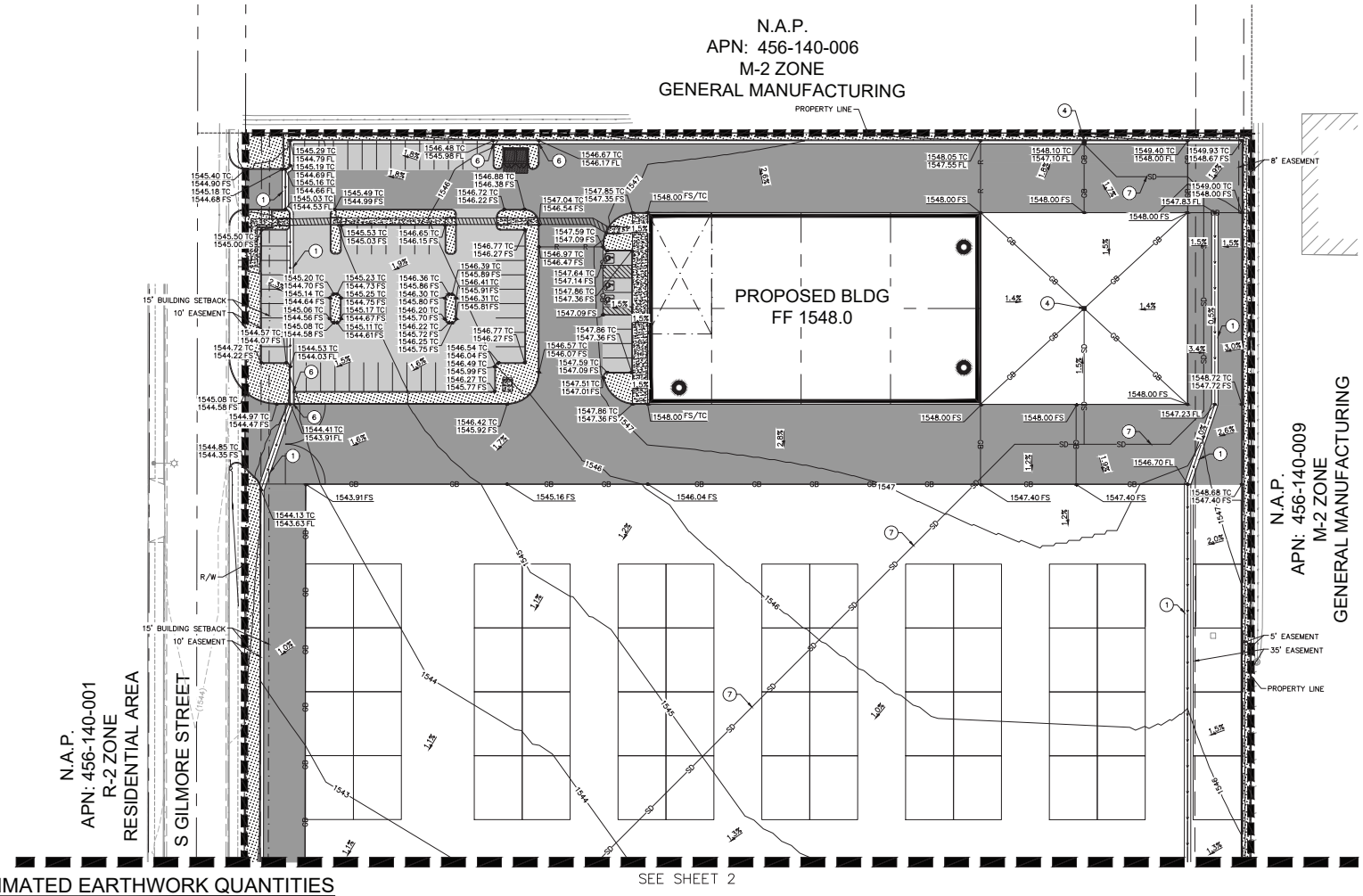

LEGEND

- PROPERTY LINE
- CIVIL LIMITS OF WORK
- BUILDING SETBACK
- EASEMENT
- FLOW LINE
- GB GB GRADEBREAK
- (1545.10 TC) (1544.60 FS) EXISTING SPOT ELEVATION
- 1545.10 TC 1544.60 FS PROPOSED SPOT ELEVATION
- 1.5% PROPOSED FLOW (DIRECTION AND SLOPE)
- (XXXX) EXISTING CONTOUR
- (XXXX) EXISTING MINOR CONTOUR
- XXXX PROPOSED CONTOUR
- XXXX PROPOSED MINOR CONTOUR
- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- LIGHT DUTY CONCRETE WALK
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY CONCRETE

SITE DATA:

PARCEL SIZE:	414,481± S.F. (9.52± AC)
LIMITS OF DISTURBANCE:	414,481± S.F. (9.52± AC)
PROPOSED IMPERVIOUS AREA:	203,486± S.F. (4.67± AC)
PROPOSED PERVIOUS AREA:	210,995± S.F. (4.85± AC)
APN:	456-140-008
EXISTING USE:	VACANT
PROPOSED USE:	MANUFACTURING WAREHOUSE (M-2)

KEY NOTES:

1. PROPOSED 4' RIBBON GUTTER
2. PROPOSED INFILTRATION BASIN
3. PROPOSED SAND FOREBAY
4. PROPOSED GRATED INLET WITH FILTER INSERT
5. PROPOSED UNDER SIDEWALK OVERFLOW DRAIN WITH FILTER INSERT
6. PROPOSED 2 FOOT CURB CUT
7. PROPOSED STORM DRAIN PIPE

LANDSCAPE NOTE:

FINISH GRADE OF LANDSCAPE AREAS IS TO BE DEPRESSED 1–2 INCHES (MIN.) BELOW TOP OF CURB, SIDEWALK OR PAVEMENT.

ESTIMATED EARTHWORK QUANTITIES

CUT:	15,375 CY
FILL:	1,473 CY
NET:	13,902 CY CUT

NOTE: THE ABOVE QUANTITIES ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE CONTOURS AND SPOT GRADES ON THE BASE SURVEY. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S).

THE EARTHWORK QUANTITIES ABOVE ARE FOR PERMIT PURPOSES ONLY. THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, OVER- EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS, NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, FOOTINGS, SLABS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE NEW PAVEMENTS, ETC. THE CONTRACTOR SHALL RELY ON THEIR OWN EARTHWORK ESTIMATES FOR BIDDING PURPOSES.

EXHIBIT 5a: Preliminary Grading Plan

Hemet JD Fields

City of Hemet

Not to Scale

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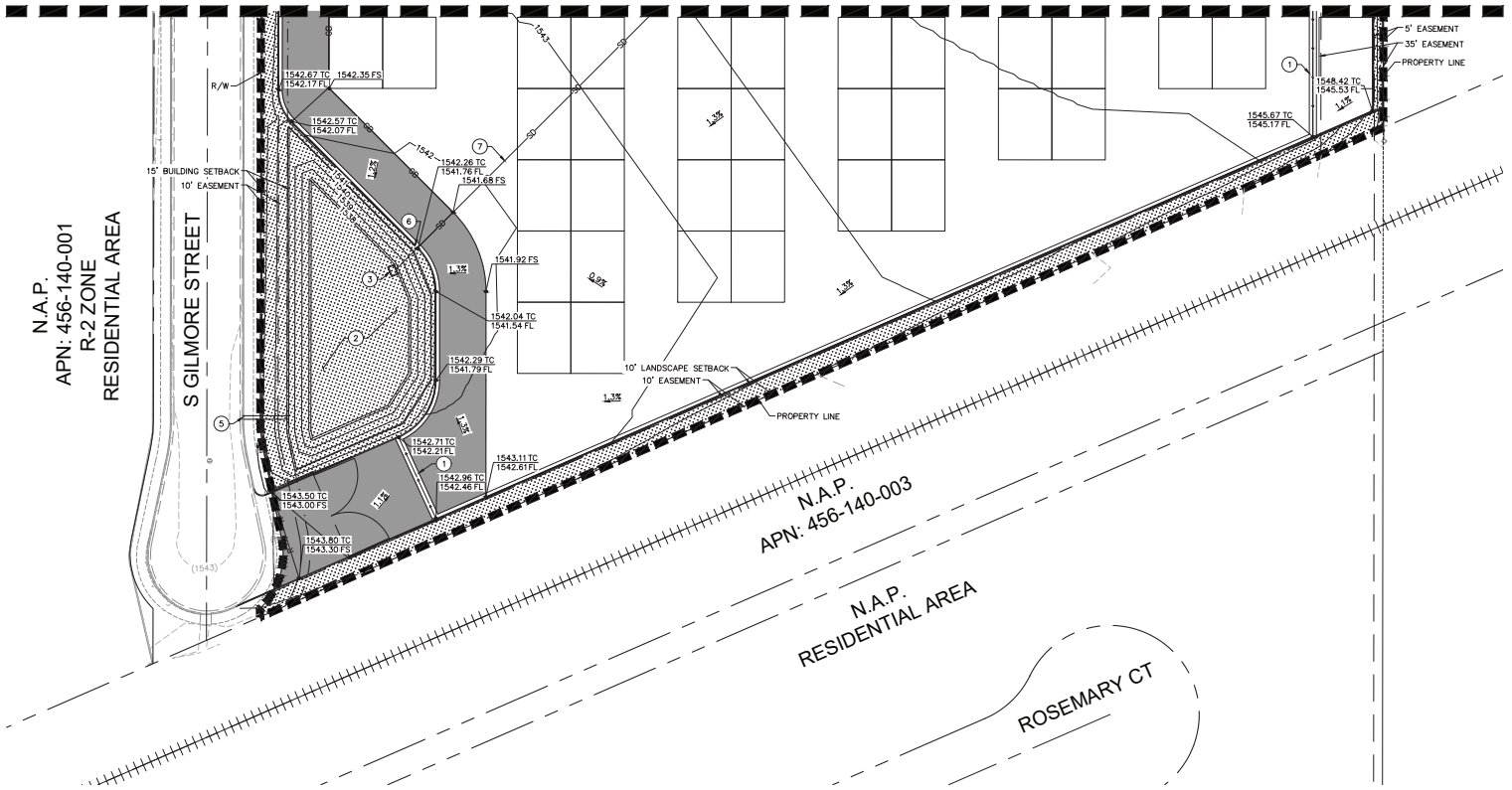

LEGEND

- PROPERTY LINE
- CIVIL LIMITS OF WORK
- BUILDING SETBACK
- EASEMENT
- FLOW LINE
- GB GB GRADEBREAK
- (1545.10 TC) (1544.60 FS) EXISTING SPOT ELEVATION
- 1545.10 TC 1544.60 FS PROPOSED SPOT ELEVATION
- 1.5% PROPOSED FLOW (DIRECTION AND SLOPE)
- (XXXX) EXISTING CONTOUR
- (XXXX) EXISTING MINOR CONTOUR
- XXXX PROPOSED CONTOUR
- XXXX PROPOSED MINOR CONTOUR
- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- LIGHT DUTY CONCRETE WALK
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY CONCRETE

KEY NOTES:

1. PROPOSED 4" RIBBON GUTTER
2. PROPOSED INFILTRATION BASIN
3. PROPOSED SAND FOREBAY
4. PROPOSED GRATED INLET WITH FILTER INSERT
5. PROPOSED UNDER SIDEWALK OVERFLOW DRAIN WITH FILTER INSERT
6. PROPOSED 2 FOOT CURB CUT
7. PROPOSED STORM DRAIN PIPE

EXHIBIT 5b: Preliminary Grading Plan

Hemet JD Fields

City of Hemet

Not to Scale

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3.0 INITIAL STUDY CHECKLIST

1. Project Title

JD Fields Pipe Facility

2. Lead Agency Name and Address

City of Hemet
445 East Florida Avenue
Hemet, CA 92543

3. Lead Agency Contact Person and Phone Number

H.P. Kang – Community Development Director
(951) 765-2456

4. Project Location

The Project site is located on the east side of S. Gilmore St. and approximately 700 feet south of Acacia Avenue in the City of Hemet.

5. Project Applicant's/Sponsor's Name and Address

Foxgate Capital
c/o Michael Carool, II JD
55 Waugh, Ste. 1250
Houston, TX 77007

6. Existing General Plan Designation

Industrial (I)

7. Existing Zoning Designation

General Manufacturing (M-2)

8. Description of Project: (Describe the whole action involved, including, but not limited to later phases of the project and any secondary, support, or off-site feature necessary for its implementation. Attach additional sheets if necessary):

The approximately 9.53-acre site is located on the east side of S. Gilmore Street and approximately 700 feet south of Acacia Avenue. Currently, the site is vacant and unimproved. The Project applicant proposes the development of an approximately 25,000 sq.ft. metal/prefab modular warehouse building consisting of approximately 22,000 sq.ft. warehouse space and approximately 3,000 sq.ft. office, an approximately 11,961 sq.ft. detention basin, approximately 60 parking stalls, truck trailer parking, loading and off-loading docks, interior drives, a seven acres laydown or outdoor storage facility, perimeter fencing, and landscaping. The proposed warehouse facility is

anticipated to be utilized by the owner/operator, JD Fields & Company, for receipt/delivery, storage, fabrication and distribution of steel/pvc pipe, steel piling, plumping equipment, valves and flanges. However, the facility would exclude retail sale of any products fabricated and/or stored on site. This project intends to employ approximately 50 on-site office/warehouse workers of various construction trades (skilled labor), including a professional sales staff, and may operate twenty-four (24) hours a day, seven (7) days a week.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The Project site is surround by an industrial use to the north, a parking area for the Hemet Unified School District Office to the east, a mobile home park to the west, and Atchison, Topeka and Santa Fe Railway and single-family residential to the south.

10. Other public agencies whose approval is required (e.g., permits, finance approval, clearance or participation agreement):

None Applicable.

11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's (NAHC) Sacred Lands File per PRC section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation (OHP). Please also note that PRC section 21082.3(c) contains provisions specific to confidentiality.

The City has completed the Assembly Bill (AB) 52 tribal consultation (see Appendix C2, Tribal Consultation). On October 24, 2022, the City provided written notices to interested California Native American tribes on the City's list consistent with AB 52. One tribe, the Agua Band of Caliente Indians requested to consult under AB 52 on November 8, 2022. As part of tribal consultation, Agua Caliente Band of Cahuilla Indians noted that the implementation of Standard Measures (SM) CUL-1 and CUL-2 were sufficient to meet their needs and AB 52 consultation was concluded on December 12, 2022. Please refer to Section 5, Cultural Resources, and Appendix C2, Tribal Consultation, for further details.

3.1 Environmental Factors Potentially Affected by the Project

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agricultural Resources		Air Quality
X	Biological Resources		Cultural Resources		Energy
X	Geology / Soils		Greenhouse Gas Emissions		Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use Planning		Mineral Resources
	Noise		Population and Housing		Public Services
	Recreation		Transportation		Tribal Cultural Resources
	Utilities and Service Systems		Wildfire	X	Mandatory Findings of Significance

Determination

On the basis of this initial evaluation, the following finding is made:

I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	**X**
I find that the proposed Project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed Project MAY have a potentially significant or a potentially significant unless mitigated impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

CITY OF HEMET

H.P. Kang, Community Development Director

_____ _____

Signature Date

3.2 Evaluation of Environmental Impacts

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) “Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

6) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Aesthetics

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1)	**AESTHETICS. Except as provided in Public Resources Code Section 21099, Would the project:**				
a)	Have a substantial adverse effect on a scenic vista?			X	
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c)	Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

Project Site

The proposed JD Fields Pipe Facility Project (Project) is located on a 9.53-acre site on the east side of S. Gilmore Street and approximately 700 feet south of Acacia Avenue. Currently, the site is vacant and unimproved and is surrounded by development on the north, south and east. No natural resources, trees, rock outcroppings, or any other aesthetic features occur onsite.

Scenic Vistas

Under California Environmental Quality Act (CEQA), a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. The City of Hemet General Plan (GP) does not officially designate any scenic vistas near the Project site. However, under Chapter 7 of the Hemet GP: Open Space and Conservation, the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains provide a scenic background that contributes to the visual character of the City as well as provide a visual backdrop for views in the City, highlight distinguishing landmarks, and offer orientation points as people move about the community.[7] These natural features can be viewed from most of the Inland Empire and Riverside County. They are not views limited to the Project site. As such, views of these scenic resources from Gilmore Street would not be affected.

[7] City of Hemet, *2030 General Plan,* Chapter 7: Open Space and Conservation, Pages 7-11 through 7-12, January 24, 2012.

Scenic Resources within Scenic Highways

Scenic highways and routes are a unique component of the circulation system as they traverse areas of unusual scenic or aesthetic value. The purpose of the California Scenic Highways Program, established in 1963, is to "Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways." This program provides guidance for signage, aesthetics, grading, and screening to help maintain the scenic value of the roadway. Currently, there are no officially designated scenic highways in or near the Project Site. The closest eligible State Scenic Highway is SR-74 which is located approximately 0.5 mile north of the Project site. Although SR-74 has not been officially designated, due to the designation as an Eligible Scenic Highway, the provisions of the California Scenic Highways Program apply to the sections of this roadway in the City.

1(a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. As previously mentioned, views from the mountains surrounding the Hemet valley are important to the overall visual character of the City and provide scenic vistas for the community. Major scenic vistas that are visible from the Project Site are the San Jacinto mountains, approximately five miles to the east and the San Bernardino and San Gabriel Mountain Ranges, approximately 25 miles to the north, which offer the most prominent views in the general area. In its existing condition, the Project site does not block or hinder views of the San Jacinto Mountains, or San Bernardino National Forest or the San Gabriel Mountains.

The Project site is currently vacant and unimproved. The Project would result in the construction of an approximately 25,000 sq.ft. metal/prefab modular warehouse building on the site. The building would not exceed the maximum allowed height of 60 feet. Surrounding development consists of an industrial use to the north, a parking lot area for the Hemet Unified School District to the east, a mobile home park to the west, and single-family residential to the south. The Project site is not located in an area designated as an official scenic vista, nor would it substantially block the view of a scenic resource from a significant public vantage point. As with all developments, the proposed Project would be required to comply with all City development and design standards. The City development and design standards would ensure any impacts related to visual quality and views be less than significant. As such, because there are no scenic vistas in the area and the Project would not hinder the views of any, a less than significant impact would be anticipated.

1(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. As previously noted, the Project site is not located near any State Designated Scenic Highways. The SR-74 is located approximately 0.5 mile north of the site., Although SR-74 is eligible to be designated as an Eligible Scenic Highway, it is not officially designated as a State Designated Scenic Highway by the California Department of Transportation.

Therefore, the proposed Project would not substantially damage scenic resources within a State scenic highway.[8] Additionally, there are no significant natural resources on the site, including trees, rock outcroppings or historic buildings/structures. The site is currently vacant. Because the site does not contain on-site scenic resources and is not located within a state scenic highway viewshed, no impact would occur.

1(c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact.

The Project site is a vacant lot located at the end of a cul-de-sac, bounded by a concrete-lined water feature to the south, industrial used immediately to the north and east, and residential to the west. The Project site is the only vacant site from any of the lots in the immediate vicinity. As noted in Section 2.0, the Project is located within the Industrial (I) General Plan Land Use Designation and the General Manufacturing (M-2) Zone.[9&10] For a specific list of the surrounded land uses, refer to Table 1. Based on the Project site's location, the Project is located in a fully urbanized area.

Construction Visual Impacts

Short-term construction impacts would include typical heavy construction equipment and machinery (e.g., grading) and staging of the machinery. Construction equipment and activity would be screened using privacy fencing around the Project site's perimeter. Additionally, construction equipment would be staged within the Project site and covered from public views with perimeter privacy screens. No aesthetic resources would be destroyed as a result of construction activity. Construction impacts are temporary and would cease upon Project completion.

Operational Visual Impacts

The proposed Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings because the Project proposes to construct an industrial warehouse building that would be consistent with the contiguous industrial developments to the north and east. Furthermore, the site is located within the Industrial (I) Land Use Designation and the General Manufacturing (M-2) Zone and would be developed in a manner that is consistent with the City's landscape, lighting, and architectural standards for similar uses,

[8] Caltrans. 2019. List of eligible and officially designated State Scenic Highways (XLSX). Available at https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed June 24, 2021.

[9] City of Hemet, *2030 General Plan,* Chapter 2: Land Use, Figure 2.1 Land Use Plan, January 24, 2012, Retrieved from City of Hemet's Website: https://www.hemetca.gov/DocumentCenter/View/5329/2_Land_Use_web5142019?bidId=, Accessed June 21, 2021.

[10] City of Hemet. *Zoning Map.* Available at https://www.hemetca.gov/DocumentCenter/View/5289/official-zoning-map1222019?bidId=, accessed on June 21, 2021.

and therefore would not conflict with the applicable zoning and other regulations governing scenic quality. Under the M-2 Zoning, the Project can have an industrial building as high as 60'feet. The proposed Project includes a building at approximately 30' in height, approximately half the permitted height. Additionally, the M-2 Zoning establishes a 15' feet front setback and zero feet side setback. The proposed Project would implement a 50' foot front setback and a 170' foot (eastern) side setback. Additionally, consistent with Municipal Code Section 1046(g)(1), the Project would provide well beyond the minimum required 30' foot setback from a residential zone, to the west of the Project site.

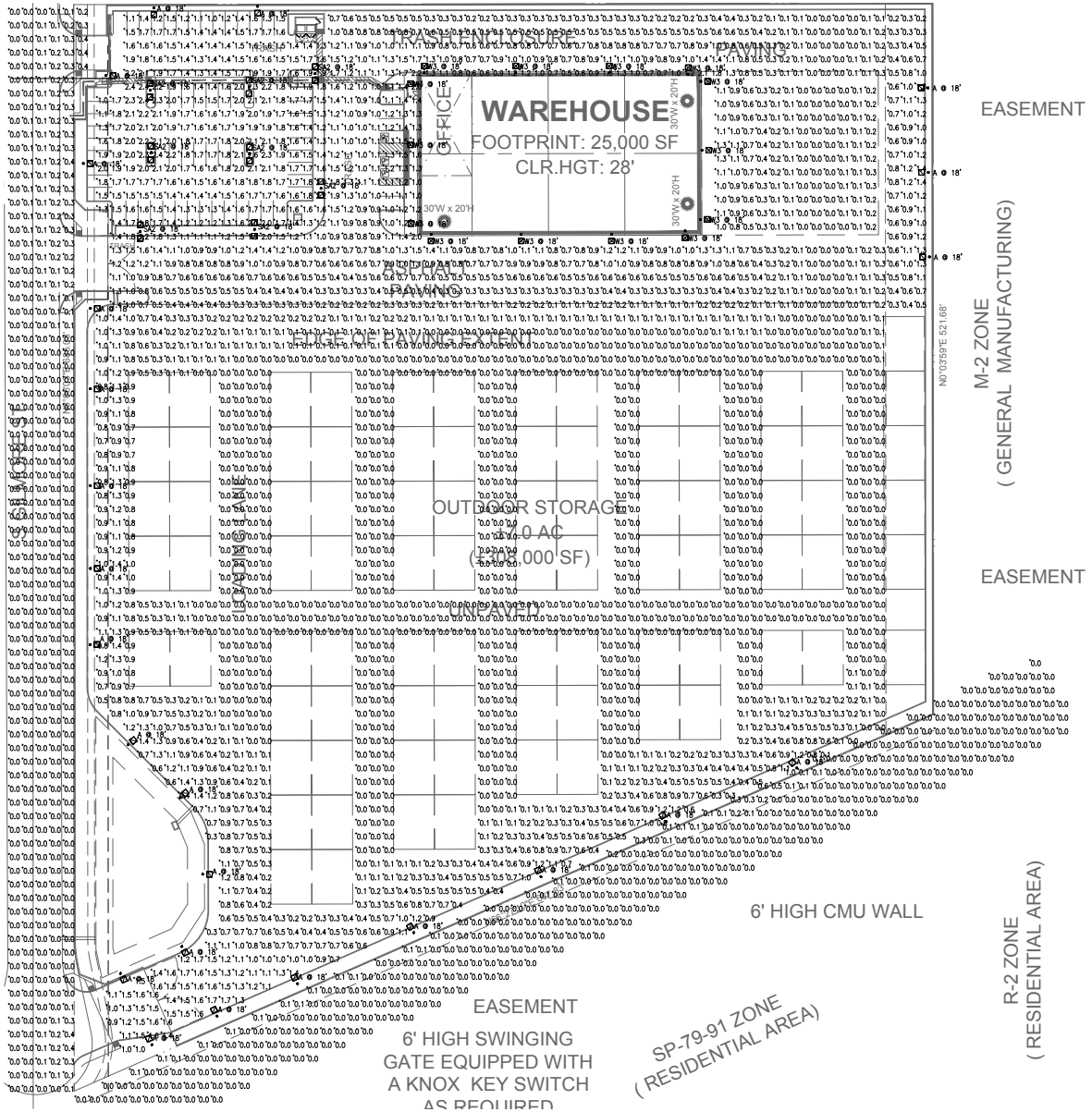
The Project would be consistent with the City's land use, zoning, and underlaying regulations. As such, no long-term visual impacts are anticipated from the implementation of the proposed Project. Any impacts to the visual character or quality of public views of the site would be less than significant.

1(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. As shown in **Exhibit 6**, *Photometric Study*[11], the Project site would include a total of 68 white light emitting diodes (LEDS), assembled in a cast black painted metal housing, at a maximum height of 18 feet. As shown in Exhibit 6, the Project site lighting will vary widely within the site. Onsite lighting will vary widely, from areas having a 0.0 foot-candle (FC) to an average of 1.4 FC, and other areas with up to a maximum of 2.7 FC. The photometric study shows that 0.0 FC or no lighting will spill onto the residential community located west of Gilmore Street. As such, the Project would be consistent with the City's Municipal Code *Section 90-1046(e) Site Development Requirements for Manufacturing Zones, which* specifies that all lighting shall be directed or shielded away from nearby residential zones and contained within the boundaries of the site. Adequate lighting shall be provided to maintain a safe, on-site environment consistent with California Building Code standards.[12] Because the proposed Project would be constructed to meet the City's development requirements and guidelines per the California Building Code, the Hemet GP and the Hemet Zoning Code. Any potential impacts related to lighting and glare would be less than significant.

[11] Ware Malcomb. October 28, 2021. *Photometric Study.*

[12] City of Hemet. *Code of Ordinances*, Chapter 90 – Zoning, Article XXX – Manufacturing Zones, Section 90-1046 – Site Development Requirements, available at https://library.municode.com/ca/hemet/codes/code_of_ordinances?nodeId=CO_CH90ZO_ARTXXXMAZO_S90-1046SIDERE, accessed on June 21,2021



Schedule										
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
	W3	14	U.S. ARCHITECTURAL LIGHTING	RZR-WM1-PLED-III-W-20LED-350mA-NW MWS1 WALL MT AT 18 FT AFG BUG RATING B1 U0 G1	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES, (LEDs), BASE UP.	20	151	0.9	21.4
	SA2	8	U.S. ARCHITECTURAL LIGHTING	RZR-M-PLED-VSQ-W-24LED-350mA-NW	CAST BLACK PAINTED FINNED METAL HOUSING.	24 WHITE LIGHT EMITTING DIODES, (LEDs), BASE UP.	24	164	0.9	56.4
	A	24	U.S. ARCHITECTURAL LIGHTING	RZR-M-PLED-III-W-24LED-350mA-NW-HS	CAST BLACK PAINTED FINNED METAL HOUSING.	24 WHITE LIGHT EMITTING DIODES, (LEDs), BASE UP.	24	118	0.9	28.2

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.5 fc	2.7 fc	0.0 fc	N/A	N/A
Calc Zone #2	+	1.4 fc	1.6 fc	0.9 fc	1.8:1	1.6:1
Calc Zone #3	+	0.3 fc	1.3 fc	0.0 fc	N/A	N/A

CITY NOTES:
ALL OUTDOOR LIGHTING SHALL COMPLY WITH THE REQUIREMENTS IN THE CITY'S EXTERIOR LIGHTING CODE IN SECTION 90-1046(e) OF THE CITY'S CODE OF ORDINANCES.

Source: Ware Malcomb, 10/28/2021

EXHIBIT 6: Photometric Study

Hemet JD Fields

City of Hemet

Not to Scale

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Agricultural and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2) AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Agricultural Resources

According to the California Department of Conservation (DOC) California's Farmland Mapping and Monitoring Program (FMMP) and 2018 Important Farmland Finder, the Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site is designated as Urban and Built-Up Land and is not subject to a Williamson Act

contract. Williamson Act Contracts are formed between a county or city and a landowner for the purpose of restricting specific parcels of land to agricultural or related open space use. [13]

Forestry Resources

The Project site is in an area surrounded by existing developments and therefore, does not meet the definition of lands designated as forestland or timberland as defined by PRC Sections 12220(g), 4526, and 51104(g).

2(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. As stated above, the Project site is not used for any type of agricultural activity. According to the California DOC's FMMP Important Farmland Map, the Project site is designated as Urban and Built-Up Land and not as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. [14] Therefore, the Project site would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

2(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As noted in Response 2(a), the Project site is designated as Urban and Built-Up Land. The Project site is not zoned for agricultural use and it is not under a Williamson Act contract.[15] Because the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, no impact would occur.

2(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. Refer to Response 2(*a*) above. The Project site is in an urban area surrounded by existing urban development and neither the site, nor the surrounding area is zoned or used for agricultural or forestry uses. Since the Project site is not utilized as a forestry resource, and the proposed Project is consistent with current land use designation and zoning district, no impact would occur.

[13] California Department of Conservation. *Williamson Act Contracts*. Available at https://www.conservation.ca.gov/dlrp/wa/Pages/contracts.aspx, accessed on June 21, 2021.
[14] California Department of Conservation. *Farmland Mapping and Monitoring Program.* Available at. https://maps.conservation.ca.gov/DLRP/CIFF/, accessed on June 21, 2021.
[15] California Department of Conservation, Division of Land Resource Protection, 2017, *State of California Williamson Act Contract Land.* Available at https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf, accessed on June 21, 2021.

2(d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site does not meet the requirements of forestland or timberland, as defined by PRC Sections 12220(g), 4526, and 51104(g). Therefore, the Project would have no impact on forest land.

2(e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest land?

No Impact. As described in Response 2(a) above, the Project site is in an urban area surrounded by existing urban development and is not zoned or used for agricultural or forestry uses. The Project would not involve changes in the existing environment and would not result in conversion of farmland to nonagricultural use. Therefore, the Project would have no impact on the conversion of existing farmland to non-farmland.

Air Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3) AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

An Air Quality Assessment (August 2022) has been prepared by Kimley-Horn and Associates. This report is available in Appendix A to this IS/MND and is utilized as the basis to the following CEQA Thresholds.

3(a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the

CARB, the SCAG, and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's growth projections and RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1**: The Project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2**: The Project would not exceed the assumptions in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in **Table 2**, **Construction-Related Emissions (Maximum Pounds Per Day)** and **Table 3**, **Operational Emissions (Maximum Pounds Per Day),** the Project would not exceed SCAQMD construction or operational emission standards. The SCAQMD developed their construction and operational regional and localized mass emissions thresholds to ensure that project emissions would be consistent with attainment of the NAAQS. Therefore, projects that do not exceed the SCAQMD's regional and localized thresholds would not contribute to existing air quality violations. As discussed below, the Project's construction and operational emissions would be below the SCAQMD's thresholds. Thus, the Project is consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed Project is consistent with the land use designation and development density presented in the Hemet General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Thus, no impact would occur, as the Project is also consistent with the second criterion.

3(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O_3 precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction-generated emissions to be generated by the Project were calculated using the CARB-approved CalEEMod version 2020.4.0. computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A of the Air Quality Assessment, also provided as Appendix A to this IS/MND: Air Quality Modeling Data for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in Table 2.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Standard Condition (SC) AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM_{10} and $PM_{2.5}$ concentrations. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules for reducing fugitive dust, described in the Regulatory Framework subsection above and identified in SC AQ-1.

Table 2: Construction Related Emissions (lbs/day)

Construction Year[1]	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Year 1 (2022)	10.74	48.26	39.94	0.10	9.09	5.28
SCAQMD Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed Significance?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs of the Air Quality Analysis provided as Appendix A of this IS/MND.

Operational Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to the Project are summarized in **Table 3**, **Unmitigated Operational Emissions**. As shown in Table 3, the Project emissions would not exceed SCAQMD thresholds.

Table 3: Unmitigated Operational Emissions (lbs/day)

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Area Source Emissions	0.74	<0.01	<0.04	0.00	<0.01	<0.01
Energy Emissions	<0.01	0.01	0.01	<0.01	<0.01	<0.01
Mobile Emissions	0.16	2.21	1.45	0.01	0.63	0.20
Off-road Emissions	1.22	10.39	10.33	0.02	0.57	0.52
Total Emissions	2.13	12.62	11.83	0.04	1.22	0.74
SCAQMD Significance Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Exceed thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs of the Air Quality Analysis provided as Appendix A of this IS/MND.

As noted above, the Project's operational emissions would be associated with area sources, energy sources, and mobile sources (i.e., motor vehicle use). Each of these sources are described below.

- Area Source Emissions. Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- Energy Source Emissions. Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

- Mobile Source. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

  Project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Analysis and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Traffic Impact Analysis, the Project would generate 487 daily trips (20.3 percent trucks).

- Off-Road Equipment Emissions. Because the Project is a speculative warehouse development and the final end user is not known, to be conservative it was assumed that the Project would operate six forklifts and one yard truck for eight hours per day.

Table 3 shows that net Project emissions would not exceed SCAQMD thresholds for any criteria air pollutants. Therefore, long-term operations emissions would result in a less than significant impact.

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O3 and $PM_{2.5}$ for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in Table 2 above, Project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls (SC AQ-1) would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce the Project construction-related impacts. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction

emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Emissions

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in Table 3, the Project operational emissions would not exceed the SCAQMD thresholds. Therefore, operation emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. A less than significant impact would occur with implementation of SC AQ-1.

Standard Conditions and Requirements:

SC AQ-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months would be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads would be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site would be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations would be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets would be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

3(c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact.

Localized Construction Significance Analysis

To identify impacts to sensitive receptors, the SCAQMD recommends addressing local significance thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4**, **Equipment-Specific Grading Rates**, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate source receptor area (SRA) for the localized significance thresholds is the Hemet/San Jacinto Valley area (SRA 28) since this area includes the Project. LSTs apply to CO, NO_X, PM_{10}, and $PM_{2.5}$. The SCAQMD produced lookup tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 4 acres per day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 4-acre disturbance threshold were interpolated and utilized for this analysis.

Table 4: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Tractors	2	0.5	8	1
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1	8	2
Total Acres Graded per Day					4
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs of the Air Quality Analysis provided as Appendix A of this IS/MND.					

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "onsite" emissions outputs were considered. The nearest sensitive receptors are the residences located 70 feet (21.34 meters) west of the Project. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The SCAQMD recommends that the 25-meter LSTs should be used for receptors located 25 meters away or less. Therefore, LSTs for receptors located at 25 meters or less were utilized in this analysis.

Table 5, **Localized Significance of Construction Emissions**, presents the results of localized emissions during each construction phase. Table 10 shows that emissions of these pollutants on

the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Table 5: Localized Significance of Construction Emissions

Operation Activity	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Site Grading	33.08	19.70	8.90	5.23
Grading	38.84	29.04	5.07	2.86
Building Construction	15.62	16.36	0.81	0.76
Paving	11.12	14.58	0.57	0.52
Architectural Coating	1.41	1.81	0.08	0.08
SCAQMD Localized Screening Threshold (4 acres at 25 meters)	*325*	*1,677*	*11*	*7*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs of the Air Quality Analysis provided as Appendix A of this IS/MND.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project is a warehouse, the operational phase LST protocol is conservatively applied to both the area source and 10 percent of the mobile source emissions. This portion of the mobile sources conservatively represents the onsite idling from trucks. As the nearest receptors are located approximately 70 feet (21.34 meters) from the Project site, the stricter LSTs for 25 meters in SRA 28 were utilized in this analysis. Although the Project is approximately 10.08 acres, the 5-acre LST threshold was conservatively used for the Project, as the LSTs increase with the size of the site.

As noted above, the LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. Emissions shown in **Table 6**, **Localized Significance of Operational Emissions**, conservatively include all on-site Project-related area sources, off-road equipment emissions, and 10 percent of the total Project-related new mobile sources since a portion of mobile sources would include vehicles maneuvering and idling on-site. Table 6 shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities.

Table 6: Localized Significance of Operational Emissions

Activity	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site Area Source and off-road equipment	10.41	10.38	0.59	0.54
10% of Mobile Source Emissions	0.221	0.145	0.063	0.02
Total Emissions	10.63	10.53	0.65	0.56
SCAQMD Localized Screening Threshold (5 acres at 25 meters)	*371*	*1,965*	*4*	*2*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs of the Air Quality Analysis provided as Appendix A of this IS/MND.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the South Coast Air Basin) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program[16] was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds (refer to Table 2 and Table 3). Localized effects of on-site project emissions on nearby receptors were also found to be less than significant (refer to Table 5 and Table 6). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown above, project related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air

[16] Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The South Coast Air Basin (SCAB) was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 44 vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well

with the temporary and highly variable nature of construction activities. The closest sensitive receptors are located approximately 100 feet to the west.

Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Project construction involves phased activities in several areas across the site and the Project would not require the extensive use of heavy-duty construction equipment or diesel trucks in any one location over the duration of development, which would limit the exposure of any proximate individual sensitive receptor to TACs.

Construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of DPM-emitting construction activity at any one location and the highly dispersive properties of DPM, emissions generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the Project would have a less than significant impact.

Operational Diesel Particulate Matter

The Project proposes a 22,000 sq. ft. warehouse building that would generate approximately 12 truck trips per day. The SCAQMD recommends health risk assessments for projects that would have 100 or more trucks per day. Additionally, project operations would not include stationary sources that would generate a substantial amount of TACs. Therefore, the Project would not represent a new source of DPM or any other TAC. No operational impacts from DPM or TACs would occur.

Overall, Project implementation would have a less thang significant impact on sensitive receptors regarding exposure to pollutant concentrations.

3(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

During construction-related activities, some odors (not substantial pollutant concentrations) that may be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and

construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors and a less than significant impact would occur.

Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4) BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

The following is based on information in the Hemet GP Chapter 7 – Open Space and Conservation Element, in the Hemet FEIR Chapter 4.4 Biological Resources, and in the Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Hemet JD Fields Report, prepared by ELMT Consulting dated July 30, 2021. The report is included as Appendix B in this IS/MND and the results are summarized herein.

Methodology

Literature Review

A literature review and records search was conducted for special-status biological resources potentially occurring on or within the vicinity of the project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the project were determined through a query of the CDFWs CNDDB Rarefind 5, the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by CDFW, United States Fish and Wildlife Service (USFWS) species listings, and species covered within the MSHCP and associated technical documents.

All available reports, survey results, and literature detailing the biological resources previously observed on or within the vicinity of the project site were reviewed to understand existing site conditions and note the extent of any disturbances that have occurred on the project site that would otherwise limit the distribution of special-status biological resources. Standard field guides and texts were reviewed for specific habitat requirements of special-status and non-special-status biological resources, as well as the following resources:

- Environmental Protection Agency (EPA) Water Program "My Waters" data layers
- Google Earth Pro historic aerial imagery (1985-2018);
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS), Soil Survey[17];
- USFWS Critical Habitat designations for Threatened and Endangered Species;
- USFWS National Wetlands Inventory (NWI);
- Stephen's Kangaroo Rat Habitat Conservation Plan;
- Western Riverside County Regional Conservation Authority (RCA) MSHCP Information Map; and
- 2006 Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area.

The literature review provided a baseline from which to inventory the biological resources potentially occurring on the project site. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the project.

Habitat Assessment/Field Investigation

Following the literature review, biologist Jacob H. Lloyd Davies initially inventoried and evaluated the condition of the habitat within the project site on June 23, 2021. Plant communities identified

[17] A soil series is defined as a group of soils with similar profiles developed from similar parent materials under comparable climatic and vegetation conditions. These profiles include major horizons with similar thickness, arrangement, and other important characteristics, which may promote favorable conditions for certain biological resources.

on aerial photographs during the literature review were verified by walking meandering transects through the plant communities and along boundaries between plant communities. In addition, aerial photography was reviewed prior to the site investigation to locate potential natural corridors and linkages that may support the movement of wildlife through the area. These areas identified on aerial photography were then walked during the field survey.

All plant and wildlife species observed, as well as dominant plant species within each plant community, were recorded. Plant species observed during the field survey were identified by visual characteristics and morphology in the field. Unusual and less familiar plant species were photographed during the field survey and identified in the laboratory using taxonomical guides. Wildlife detections were made through observation of scat, trails, tracks, burrows, nests, and/or visual and aural observation. In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site plant communities, and presence of potential jurisdictional drainage and/or wetland features were noted.

Soil Series Assessment

On-site and adjoining soils were researched prior to the field survey using the USDA NRCS Soil Survey for Western Riverside Area, California. In addition, a review of the local geological conditions and historical aerial photographs was conducted to assess the ecological changes that the project site has undergone.

Plant Communities

Plant communities were mapped using 7.5-minute USGS topographic base maps and aerial photography. The plant communities were delineated on an aerial photograph, classified in accordance with those described in the MSHCP, and then digitized into GIS Arcview. The Arcview application was used to compute the area of each plant community in acres.

Plants

Common plant species observed during the field survey were identified by visual characteristics and morphology in the field and recorded in a field notebook. Unusual and less-familiar plants were photographed in the field and identified in the laboratory using taxonomic guides. Taxonomic nomenclature used in this study follows the 2012 Jepson Manual (Hickman 2012). In this report, scientific names are provided immediately following common names of plant species (first reference only).

Wildlife

Wildlife species detected during field surveys by sight, calls, tracks, scat, or other sign were recorded during surveys in a field notebook. Field guides were used to assist with identification of wildlife species during the survey included *The Sibley Field Guide to the Birds of Western North America* (Sibley 2003), *A Field Guide to Western Reptiles and Amphibians* (Stebbins 2003), and

A Field Guide to Mammals of North America (Reid 2006). Although common names of wildlife species are fairly well standardized, scientific names are provided immediately following common names in this report (first reference only).

Jurisdictional Drainages and Wetlands

Aerial photography was reviewed prior to conducting a field investigation in order to locate and inspect any potential natural drainage features, ponded areas, or water bodies that may fall under the jurisdiction of the United States Army Corps of Engineers (Corps), Regional Water Quality Control Board (Regional Board), or CDFW. In general, surface drainage features indicated as blue-line streams on USGS maps that are observed or expected to exhibit evidence of flow are considered potential riparian/riverine habitat and are also subject to state and federal regulatory jurisdiction. In addition, ELMT reviewed jurisdictional waters information through examining historical aerial photographs to gain an understanding of the impact of land-use on natural drainage patterns in the area. The USFWS National Wetland Inventory (NWI) and Environmental Protection Agency (EPA) Water Program "My Waters" data layers were also reviewed to determine whether any hydrologic features and wetland areas have been documented on or within the vicinity of the project site.

Topography and Soils

The project site is located at an approximate elevation of 1,543 to 1,554 feet above mean sea level. On-site topography is flat and the site slopes marginally from northeast to southwest. Based on the NRCS USDA Web Soil Survey, the project site is underlain by San Emigdio fine sandy loam (0 to 2 percent slopes, occasional frost) and San Emigdio fine sandy loam (0 to 2 percent slopes); refer to **Exhibit 7**, *Soils*. Soils on-site have been mechanically disturbed and heavily compacted from historic land uses (i.e., agricultural activities, routine weed abatement, and surrounding development).

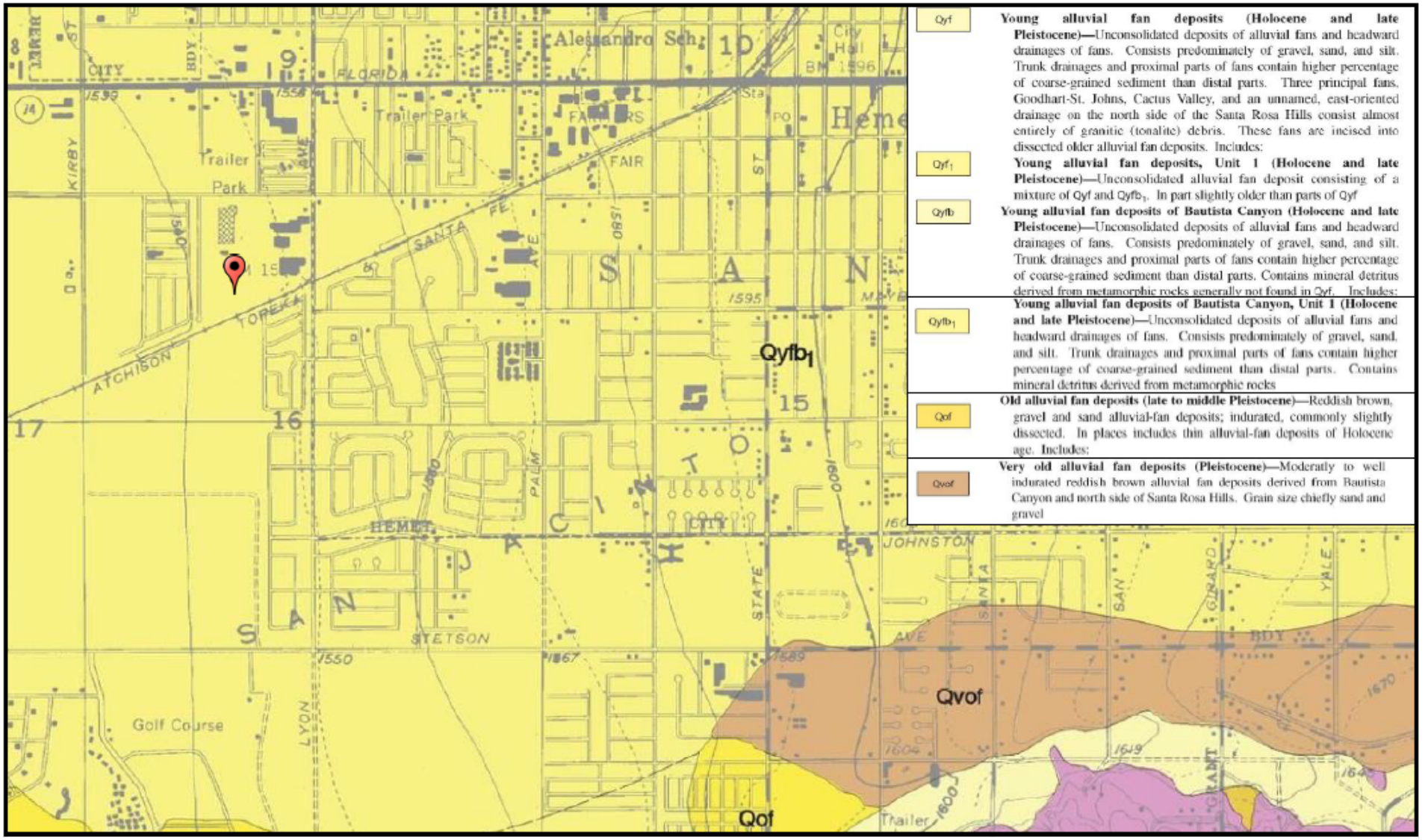

EXHIBIT 7: Soils
Hemet Warehouse Project
City of Hemet

Not to Scale

Kimley»Horn
Expect More. Experience Better.

Existing Site Condition

The project site and surrounding area historically supported agricultural activities, with the site itself supporting a farmhouse and associated structures. At present, the site is bounded entirely by existing development. Surrounding developments include industrial developments to the north and east, South Gilmore Street to the west with residential development beyond, and the Atchison, Topeka, and Santa Fe Railroad (ATSF) to the south with residential development beyond. The site itself is undeveloped, with the exception of a remnant silo structure along the eastern boundary.

Vegetation

Due to existing land uses, no native plant communities or natural communities of special concern were observed on or adjacent to the project site. The site consists primarily of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances and was historically used for agricultural land uses. The project site is no longer used for agricultural activities but has been subjected to on-going weed abatement activities and additional disturbance associated with surrounding development. These disturbances have eliminated the natural plant communities that were once present on and surrounding the project site. Refer to Attachment C, Site Photographs, for representative site photographs. No native plant communities would be impacted from implementation of the proposed project.

The project site supports one (1) plant community: non-native grassland. In addition, the site supports one (1) land cover type that would be classified as developed (refer to **Exhibit 5**, *Vegetation of the Habitat Assessment*). The majority of the site supports a non-native grassland dominated. This plant community is dominated by non-native grasses such as bromes (*Bromus spp.*) and oats (A*vena spp.*). Additional species observed in the non-native grassland include Russian thistle (Salsola tragus), Mediterranean mustard (*Hirschfeldia incana*), horseweed (*Erigeron sp.*), and puncture vine (*Tribulus terrestris*).

A small concrete structure is supported along the eastern boundary that was formerly used in crop sorting and packing operations. This structure is largely vertical but extends underground to an unknown depth and width. Above-ground portions of the structure do not support any plant species, but the foundation is surrounded by non-native grasses.

Wildlife

Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. This section provides a discussion of those wildlife species that were observed or are expected to occur within the project site. The discussion is to be used a general reference and is limited by the season, time of day, and weather conditions in which the field survey was conducted. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation.

Fish

The MSHCP does not identify any covered or special-status fish species as potentially occurring within the project site. Further, no fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on or within the vicinity of the site. Therefore, no fish are expected to occur and are presumed absent.

Amphibians

The MSHCP does not identify any covered or special-status amphibian species as potentially occurring within the project site. Further, no amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed on or within the vicinity of the site. Therefore, no amphibians are expected to occur.

Reptiles

The MSHCP does not identify any covered or special-status reptilian species as potentially occurring within the project site. The site provides a limited amount of habitat for reptile species adapted to a high degree of human disturbance associated with the on-site weed abatement activities and surrounding development. The only reptilian species observed during the field investigation was common side-blotched lizard (*Uta stansburiana elegans*). Common reptilian species that could be expected to occur on-site include Great Basin fence lizard (*Sceloporus occidentalis longipes*) and San Diego alligator lizard (*Elgaria multicarinata webbii*). Due to the high levels of anthropogenic disturbances and surrounding development, no special- status reptilian species are expected to occur within project site.

Birds

The project site and adjacent development provide marginal foraging habitat for bird species adapted to a high degree of routine human disturbance. Bird species detected during the field survey include common raven (*Corvus corax*), house sparrow (*Passer domesticus*), rock pigeon (*Columba liva*), American kestrel (*Falco sparverius*), Say's phoebe (*Sayornis saya*), Cassin's kingbird (*Tyrannus vociferans*), Costa's hummingbird (*Calypte costae*), and house finch (*Haemorhouse mexicanus*).

Mammals

The MSHCP does not identify any covered or special-status mammalian species as potentially occurring within the project site. The only mammalian species detected during the field investigation were pocket gopher (*Thomomys sp.*) and deer mince (*Peromyscus sp.*). Common mammalian species that could be expected to occur include coyote (Canis latrans), opossum (*Didelphis virginiana*), and raccoon (*Procyon lotor*). No bats are expected to roost on-site due to lack of roosting opportunities are routine disturbance associated with adjacent development.

Nesting Birds and Raptors

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted during breeding season. Although subjected to routine disturbance, adjacent ornamental landscaping and structures have the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to urban environments. Additionally, the disturbed portions of the site have to potential to support ground-nesting birds such as killdeer (*Charadrius vociferans*). No raptors are expected to nest on-site due to lack of suitable nesting opportunities.

Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds would be disturbed during construction.

Migratory Corridors and Linkages

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Project site has not been identified as occurring in a wildlife corridor or linkage. The proposed project would be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. As such, implementation of the proposed project is not expected to impact wildlife movement opportunities. Therefore, impacts to wildlife corridors or linkages are not expected to occur.

Jurisdictional Areas

There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The Corps Regulatory Branch regulates discharge of dredge or fill materials into “waters of the United States” pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the CDFW regulates alterations

to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the Regional Board regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

Based on the USFWS National Wetlands Inventory Map, one (1) riverine resource occurs immediately south and outside of the project footprint, in association with a channelized storm drain channel. Based on the proposed project design, no impacts to the storm drain channel are expected to occur. However, if impacts would occur to channel from project implementation (i.e., storm drain tie-in, etc.) further review would be required.

No jurisdictional drainage and/or wetland features were observed on the project site or within the during the field investigation. Further, no blueline streams have been recorded on the project site. Therefore, development of the project would not result in impacts to Corps, Regional Board, or CDFW jurisdiction and regulatory approvals would not be required.

Special-Status Biological Resources

The CNDDB was queried for reported locations of special-status plant and wildlife species as well as natural communities of special concern in the Hemet USGS 7.5-minute quadrangle. This singular quadrangle was used due to on-site conditions and surrounding development. A search of published records within this quadrangle was conducted using the CNDDB Rarefind 5 online software and the CDFW BIOS database and the CNPS Inventory of Rare and Endangered Plants of California that supplied information regarding the distribution and habitats of vascular plants in the vicinity of the project site. The habitat assessment evaluated the conditions of the habitat(s) within the boundaries of the project site to determine if the existing plant communities, at the time of the survey, have the potential to provide suitable habitat(s) for special-status plant and wildlife species.

The literature search identified twelve (12) special-status plant species, forty-five (45) special-status wildlife species, and one (1) special-status plant community were identified as having potential to occur within the Hemet quadrangle. Special-status plant and wildlife species were evaluated for their potential to occur within the project site based on habitat requirements, availability and quality of suitable habitat, and known distributions. Species determined to have the potential to occur within the general vicinity are presented in Table D-1: Potentially Occurring Special-Status Biological Resources, provided in Attachment D. Refer to Table D-1 for a determination regarding the potential occurrence of special-status plant and wildlife species within the project site.

Special-Status Plants

According to the CNDDB and CNPS, twelve (12) special-status plant species have been recorded in the Hemet quadrangle (refer to Attachment D). No special-status plants were observed on the project site during the field investigation. The project site is heavily disturbed and no longer

support native plant communities that have the potential to provide suitable habitat for special-status plant species. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined no special-status plant species have potential to occur on-site due to the lack of native habitats and routine on-site disturbances and all are presumed absent.

Special-Status Wildlife

According to the CNDDB, forty-five (45) special-status wildlife species have been reported in the Hemet quadrangle (refer to Attachment D). The only special-status wildlife species observed during the field investigation was Costa's hummingbird. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the project site has a low potential to support California horned lark (*Eremophila alpestris actia*). All remaining special-status wildlife species were presumed to be absent from the project site.

To ensure impacts to Costa's hummingbird and California horned lark do not occur from implementation of the proposed project, a pre-construction nesting bird clearance survey shall be conducted prior to ground disturbance. With implementation of the pre-construction nesting bird clearance survey, impacts to Coopers' hawk, sharp-shinned hawk, and California horned lark would be less than significant and no mitigation would be required.

Special-Status Plant Communities

The CNDDB lists one (1) special-status plant community as being identified within the Hemet quadrangle: Southern Coast Live Oak Riparian Forest. This plant community was not observed onsite. No CDFW special-status plant communities occur within the boundaries of the project site.

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the United States Fish and Wildlife Service (USFWS) regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the

Corps). If a there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The project site is not located with federally designated Critical Habitat (refer to Exhibit 6, Critical Habitat, in Attachment A of the Biological Resources Assessment provided as Attachment B to this Initial Study). The nearest designated Critical Habitat to the site is located approximately 1.97 miles to the south for coastal California gnatcatcher (Polioptila californica californica) and 2.12 miles to the west for spreading navarretia (Navarretia fossalis). Therefore, the loss or adverse modification of Critical Habitat would not occur as a result of the proposed project and consultation with the USFWS would not be required for implementation of the proposed project.

Western Riverside County MSHCP

The project site is located within the San Jacinto Valley Area Plan of the MSHCP but is not located within any Criteria Cells or MSHCP Conservation Areas (refer to Exhibit 7, MSHCP Criteria Area, in Attachment A of the Biological Resources Assessment provided as Attachment B to this Initial Study). Further, it was determined that the project site is not located within any MSHCP designated species survey areas.

- Amphibian Not in an amphibian survey area
- Burrowing Owls Not in a burrowing owl survey area
- Criteria Area Species Not in a criteria area species survey area
- Mammals Not in a mammal survey area
- Narrow Endemic Plants Not in a narrow endemic plant survey area

Since the City is a permittee under the MSHCP and, while the project is not specifically identified as a Covered Activity under Section 7.1 of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public (PQP) Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to area outside of Criteria Areas. As such, to achieve coverage, the project must be consistent with the following policies of the MSHCP:

- The policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP;
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3 of the MSHCP;
- The requirements for conducting additional surveys as set forth in Section 6.3.2 of the MSHCP;
- Guidelines pertaining to the Urban/Wildlands Interface intended to address indirect effects associated with locating Development in proximity to the MSHCP Conservation Area as detailed in Section 6.1.4 of the MSHCP.

Riparian/Riverine Areas and Vernal Pools

The MSHCP requires that an assessment be completed if impacts to riparian/riverine areas and vernal pools could occur from construction of the proposed project. According to the MSHCP, the documentation for the assessment shall include mapping and a description of the functions and values of the mapped areas with respect to the species listed in Section 6.1.2 of the MSHCP, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools.

Riparian/Riverine Areas

As identified in Section 6.1.2 of the MSHCP, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, riparian/riverine areas are defined as areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat that is essential to a number of listed or special-status water-dependent fish, amphibian, avian, and plant species. If impacts to riparian/riverine habitat cannot be avoided, a Determination of Biologically Equivalent or Superior Preservation (DBESP) must be developed to address the replacement of lost functions of habitats in regard to the listed species. This assessment is independent from considerations given to “waters of the U.S.” and “waters of the State” under the CWA and the California Fish and Game Code.

No jurisdictional drainages, riparian/riverine and/or wetland features were observed within the project site during the field investigation. Development of the proposed project would not result in impacts to riparian/riverine habitats and a DBESP would not be required for the loss of riparian/riverine habitat from development of the proposed project. Therefore, the project is consistent with Section 6.1.2 of the MSHCP.

Vernal Pools and Fairy Shrimp Habitat

One of the factors for determining the suitability of the habitat for fairy shrimp would be demonstrable evidence of seasonal ponding in an area of topographic depression that is not subject to flowing waters. These astatic pools are typically characterized as vernal pools. More specifically, vernal pools are seasonal wetlands that occur in depression areas without a continual source of water. They have wetland indicators of all 3 parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season. The determination that an area exhibits vernal pool characteristics and the definition of the watershed supporting vernal pool hydrology is made on a case-by-case basis. Such determinations should be considered the length of time the areas exhibit upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. The seasonal hydrology of vernal pools provides for a unique environment, which

supports plants and invertebrates specifically adapted to a regime of winter inundation, followed by an extended period when the pool soils are dry.

Vernal pools are seasonally inundated, ponded areas that only form in regions where specialized soil and climatic conditions exist. During fall and winter rains typical of Mediterranean climates, water collects in shallow depressions where downward percolation of water is prevented by the presence of a hard pan or clay pan layer (*duripan*) below the soil surface. Later in the spring when rains decrease and the weather warms, the water evaporates, and the pools generally disappear by May. The shallow depressions remain relatively dry until late fall and early winter with the advent of greater precipitation and cooler temperatures. Vernal pools provide unusual "flood and drought" habitat conditions to which certain plant and wildlife species have specifically adapted as well as invertebrate species such as fairy shrimp.

The MSHCP lists two general classes of soils known to be associated with listed and special-status plant species; clay soils and Traver-Domino Willow association soils. The specific clay soils known to be associated with listed and special-status species within the MSHCP plan area include Bosanko, Auld, Altamont, and Porterville series soils, whereas Traver-Domino Willows association includes saline-alkali soils largely located along floodplain areas of the San Jacinto River and Salt Creek. Without the appropriate soils to create the impermeable restrictive layer, none of the special-status plant or wildlife species associated with vernal pools can occur on the project site. None of these soils have been documented within the project site.

A review of recent and historic aerial photographs (1985-2018) of the project site did not provide visual evidence of an astatic or vernal pool conditions within the project site. Also, through the field investigation that was undertaken, no ponding was observed, further supporting the fact that the drainage patterns currently occurring on the project site do not follow hydrologic regimes needed for vernal pools. From this review of historic aerial photographs and observations during the field investigations, it can be concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the proposed project site. Therefore, the project is consistent with Section 6.1.2 of the MSHCP.

Narrow Endemic Plant Species

Section 6.1.3 of the MSHCP, Protection of Narrow Endemic Plant Species, states that the MSHCP database does not provide sufficient detail to determine the extent of the presence/distribution of Narrow Endemic Plant Species within the MSHCP Plan Area. Additional surveys may be needed to gather information to determine the presence/absence of these species to ensure that appropriate conservation of these species occurs. Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the project site is not located within the designated survey area for Narrow Endemic Plant Species. Through the field investigation, it was determined that the project site does not provide suitable habitat for any of the Narrow Endemic

Plant Species listed under Section 6.1.3 of the MSHCP, and, therefore, the project is consistent with Section 6.1.3 of the MSHCP. No additional surveys or analysis is required.

Additional Survey Needs and Procedures

The RCA MSHCP Information Map query and review of the MSHCP identified that the project site is located within the designated survey area for burrowing owl as depicted in Figure 6-4 within Section 6.3.2 of the MSHCP. In accordance with Section 6.3.2 of the MSHCP, Additional Survey Needs and Procedures, additional surveys may be needed for certain species in order to achieve coverage for these species. The query of the RCA MSHCP Information Map and review of the MSHCP determined that the project site is not located within any designated species-specific survey areas as listed in Section 6.3.2 of the MSHCP.

Through the field investigation, it was determined that the project site does not provide suitable habitat for any of the species listed under Section 6.3.2 of the MSHCP, and, therefore, the project is consistent with Section 6.3.2 of the MSHCP. No additional surveys or analysis is required.

Urban/Wildlands Interface Guidelines

Section 6.1.4 of the MSHCP, Guidelines Pertaining to Urban/Wildlands Interface, is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The project site is not located within or immediately adjacent to any Criteria Cells, corridors, or linkages. The urban/Wildlands Interface Guidelines do not apply to this project, and, therefore, the project is consistent with Section 6.1.4 of the MSHCP.

Stephen's Kangaroo Rat Habitat Conservation Plan

Separate from the consistency review against the policies of the MSHCP, Riverside County established a boundary in 1996 for protecting the Stephens' kangaroo rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens' kangaroo rat is protected under the Stephens' Kangaroo Rat Habitat Conservation Plan (County Ordinance No. 663.10; SKR HCP). As described in the MSHCP Implementation Agreement, a Section 10(a) Permit, and California Fish and Game Code Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency (RCHCA) for the Long-Term SKR HCP and was approved by the USFWS and CDFW in August 1990 (RCHCA 1996). Relevant terms of the SKR HCP have been incorporated into the MSHCP and its Implementation Agreement. The SKR HCP would continue to be implemented as a separate HCP; however, to provide the greatest conservation for the largest number of Covered Species, the Core Reserves established by the SKR HCP are managed as part of the MSHCP Conservation Area consistent with the SKR HCP. Actions shall not be taken as part of the implementation of the SKR HCP that would significantly affect other

Covered Species. Take of Stephens' kangaroo rat outside of the boundaries but within the MSHCP area is authorized under the MSHCP and the associated permits.

The Project site is located within the Mitigation Fee Area of the SKR HCP. Therefore, the applicant would be required to pay the SKR HCP Mitigation Fee prior to development of the project site.

Conclusion

Based on the literature review and field survey, implementation of the project would have no significant impacts on federally, State, or MSHCP listed species known to occur in the general vicinity of the project site. Additionally, the project would have no effect on designated Critical Habitat because none exists within the area. No jurisdictional drainage and/or wetland features were observed on the project site during the field investigation. Additionally, the project site is not located within or adjacent to any criteria cell, and no riparian/riverine resources or vernal pools were found onsite. No further surveys are recommended.

With completion of the recommendations provided below and payment of the SKR HCP mitigation fee and MSHCP mitigation fee, development of the project site is fully consistent with the Western Riverside County MSHCP.

4(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. A Habitat Assessment and MSHCP Consistency Analysis Report for the Project site was prepared by ELMT Consulting to verify potential habitat for sensitive biological resources within the site and vicinity (July 2021). ELMT Consulting conducted a literature review and records search for special-status biological resources as well as a field investigation to evaluate the condition of the habitat within the Project site and surrounding areas. In addition, ELMT also conducted aerial photographs and topographic maps review of the Project site and surrounding areas. The ELMT Report concluded that, based on the literature review and field survey, implementation of the Project would have no significant impacts on federally, State, or MSHCP listed species known to occur in the general vicinity of the Project site.[18] No jurisdictional drainage and/or wetland features were observed on the Project site during the field investigation and the project site is not located within or adjacent to any criteria cell and no riparian/riverine resources or vernal pools were found onsite.[19] Therefore, no further surveys are recommended.[20] Additionally, as described above, the Project site is located within

[18] ELMT Consulting. *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Hemet JD Fields Report.* July 2021.
[19] Ibid.
[20] Ibid.

the Mitigation Fee Area of the SKR HCP. Therefore, the applicant would be required to pay the SKR HCP Mitigation Fee prior to development of the Project site.

In addition, Figure 7.1, *Natural and Open Space Resources* and Figure 7.2, *Vegetation Communities* of the Hemet GP illustrate that the Project is not in a potential habitat for sensitive wildlife or vegetation communities.[21] Although, the Project site is currently vacant and undeveloped, the surrounding lands have been disturbed and developed with residential development to the west and industrial development to the north and east. Therefore, the Project would not create an adverse effect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or USFWS. No sensitive or special status plant species are identified to occur on-site. The Project is subject to payment of the SKR HCP mitigation fee and MSHCP mitigation fee. Therefore, a less than significant impact would occur.

4(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No impact. As discussed in Threshold 4(a), the ELMT Report concluded that, based on the results of the field surveys, no jurisdictional drainage and/or wetland features were observed on the Project site. Further, the Project site does not contain any riparian habitat or other sensitive natural community. Therefore, no impact to riparian habitat or other sensitive natural vegetation communities would occur.

4(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. As discussed in Threshold 4(a), the ELMT Report concluded that, based on the results of the field surveys, no jurisdictional drainage and/or wetland features were observed on the Project site. Further, the Project site does not contain any drainage features onsite that would meet any criteria subject to the Clean Water Act (CWA) or Fish and Game Code (FGC). Therefore, no impact would occur.

4(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant with Mitigation Incorporated. As discussed in Threshold 4(a), the ELMT Report concluded that, based on the results of the field surveys, no jurisdictional drainage and/or

[21] City of Hemet. *General Plan 2030 Chapter 7 Open Space and Conservation.* Available at https://www.hemetca.gov/DocumentCenter/View/2162/7_OS_web?bidId=, accessed October 2021.

wetland features were observed on the Project site. The Project site is largely vacant and undeveloped. Per the ELMT Report, the Project site has been subject to a variety of anthropogenic disturbances and was historically used for agricultural land uses.[22] Although the site is no longer used for agricultural purposes, it has been subject to ongoing weed abatement activities and additional disturbances associate with surrounding development.[23] As such, no active nests or birds displaying nesting behavior were observed during the field survey conducted during breeding season.

Nesting birds are protected under the Migratory Bird Treaty Act (MBTA) which provides protection for nesting birds that are both residents and migrants whether or not they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 Code of Federal Regulation (CFR) 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct or indirect injury or death of a migratory bird, due to construction activities such as nest abandonment, nestling abandonment, or forced fledging would be considered illegal under federal law. The United States Fish and Wildlife Service (USFWS), in coordination with the CDFW administers the MBTA.

Although, no active nests or birds with displaying nesting behavior were observed during the field survey, with implementation of mitigation measure (MM) BIO-1, potential impacts to nesting birds would be reduced to less than significant.

***Mitigation Measure**:*

MM BIO-1 Prior to the issuance of a grading permit, the City shall verify the grading plan states the following language in the notes section:

If ground disturbance and/or vegetation clearance activities are scheduled to occur during the avian nesting season (January 1 and August 31), a pre-construction nesting bird survey shall be conducted by a Qualified Biologist within the project footprint and a 500-foot buffer around the project footprint. A Qualified Biologist is defined as a person with a B.S. in Wildlife Biology or related field, with two years of field experience in the Southern California region. Surveys shall be conducted within 3 days prior to initiation of activity and will be conducted between dawn and noon. The pre-construction surveys shall be conducted between January 1 and August 31 during the typical breeding season, or as determined by the Qualified Biologist depending on weather conditions or other factors that may affect the breeding season.

[22] ELMT Consulting. *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Hemet JD Fields Report.* July 2021.
[23] Ibid.

If an active nest is detected during the nesting bird survey, avoidance buffers shall be implemented as determined by a Qualified Biologist. The buffer will be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. If occupied nests are found, then limits of construction to avoid occupied nests shall be established by the Qualified Biologist in the field with flagging, fencing, or other appropriate barriers (e.g., 250 feet around active passerine nests to 500 feet around active non-listed raptor nests), and construction personnel shall be instructed on the sensitivity of nest areas. The Qualified Biologist shall serve as a construction monitor during those periods when construction activities are to occur near active nest areas to avoid inadvertent impacts to these nests. The Qualified Biologist may adjust the 250-foot or 500-foot setback at his or her discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area or otherwise buffered). Once the Qualified Biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, construction may proceed in the setback areas. If nesting raptors or migratory birds are not detected during the pre-construction survey, no further measures shall be required, and construction activities may proceed.

With implementation of **MM BIO-1**, impacts to nesting birds would be less than significant.

4(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. As previously mentioned, the Project site is vacant and has been subject to weed abatement and other disturbances. The Project site does not contain any trees and therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, use as a tree preservation policy or ordinance. Therefore, no impact would occur.

4(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The ELMT Report determined that the Project would be consistent with the MSHCP and no impacts to adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans are expected. Further, per the Hemet GP, the Project site is not located in a potential habitat for sensitive wildlife or vegetation communities. Therefore, no impact would occur.

Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5) CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

The following is based on information in the Cultural Resources Assessment prepared by BCR Consulting, August 2022). The Cultural Resources Assessment can be found in Appendix C1 of this Initial Study and findings are summarized herein.

The report and research were completed pursuant to CEQA, the PRC Chapter 2.6, §21083.2, and CCR Title 14, Chapter 3, Article 5, §15064.5. The pedestrian cultural resources survey was intended to locate and document previously recorded or new cultural resources, including archaeological sites, features, isolates, and historic-period buildings, that exceed 45 years in age within defined Project boundaries.

Methodology

Research. Prior to fieldwork, a records search was requested through the Eastern Information Center (EIC), the local clearinghouse for cultural resource records. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within one half-mile of the project site. Additional resources reviewed included the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and documents and inventories published by the California Office of Historic Preservation (OHP). These include the lists of California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), Listing of National Register Properties (NRP), and the Inventory of Historic Structures (HIS).

Field Survey. The field survey was conducted on September 3, 2021. The field survey was conducted by walking parallel transects spaced approximately 15 meters apart across 100 percent of the accessible subject property. Soil exposures were carefully inspected for evidence of cultural resources.

Results. Data from the EIC revealed that four previous cultural resources studies have taken place, and one cultural resource has been recorded within one half-mile of the project site. Of the four previous studies, none have assessed the Project site, and no cultural resources have been previously recorded within its boundaries. The records search is summarized as in **Table 7, Cultural Resources Reports Within One Half-Mile of the Project Site**, and **Table 8, Cultural Resources Within One Half-Mile of the Project Site**.

Table 7: Cultural Resources and Studies in Vicinity of the Project Site

Report Number	Author/Date	Title
RI-5523	Riordan Goodwin (2004)	Results of the Cultural Resource Records Search and Field Survey 7.54 Acres (APNs 441-210-059 and -060) in the City of Hemet, Riverside County, California
RI-5524	Riordan Goodwin (2005)	Cultural Resources Assessment, Sanderson Square (APN456-030-11, -12, -13, and -14), City of Heme, Riverside County, California
RI-10265	Bonnie Bruce, Sarah A. Williams, Carrie D. Wills (2017)	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC, Candidate CLV0329(CSL00329) [Hemet Unified School Dist. Bus Yard], 435 South Lyon Avenue & 1791 West Acacia Avenue, Hemet, Riverside County, California, CASPR No. 3551699365
RI-10643	N/A (2003)	Cultural Resources Survey of 43.46 Acres in Hemet, California: APN 456-030-020-2
Source: BCR Consulting, LLC. August 2021. Cultural Resources Assessment. Appendix C1.		

Table 8: Cultural Resources Within On Half-Mile of the Project Site

Primary No.	Trinomial	Description	Location
P-33-15743	N/A	Historic-Period San Jacinto Railway	Adjacent South
Source: BCR Consulting, LLC. August 2021. Cultural Resources Assessment. Appendix C1.			

Field Survey. During the field survey (September 3, 2021), BCR Consulting archaeologists identified a historic-period irrigation structure that served as a weir box and stand-pipe along the eastern boundary of the Project site. The irrigation structure is identified in the cultural study as KIM2110-H-1 for ease of reference. No other cultural resources were identified within the project site. Artificial disturbances consist of site grubbing, discing, and modern refuse dumping. Vegetation observed included seasonal grasses and weeds.

The historic-period San Jacinto Railway (designated P-33-15743) is located adjacent to the project site's southern boundary. No artifacts associated with development or use of the railway were identified within the project site, despite high surface visibility. Furthermore, the project site has been water leveled so that irrigation water could evenly cover large areas of the project site at the same depth (see KIM2110-H-1 for detail and citations). This leveling would have used mechanical equipment, significantly transforming local topography. Exact depths of disturbance from water leveling of the project site is not known, although the natural topography indicates that between one and six feet of excavation would be necessary to level the project site. Based

on this information, leveling has disturbed the sediments that might otherwise contain potential for archaeological deposits beyond depths at which such resources are likely.

KIM2110-H-1. This resource consists of a historic-period rectangular concrete irrigation structure that served as a weir box and stand-pipe. The feature measures approximately 8 feet in height, by 3 feet, 4 inches, by 3 feet, with approximately 5-inch-thick walls. It is constructed of unreinforced poured concrete and capped with seven courses of concrete masonry units that do not appear to be original. It features two threaded steel hand-cranks typically used as weir gate releases, which are no longer connected to anything. No irrigation pipes leading to or from the feature, and no irrigation pipes or additional features, were identified in the surrounding property. It is in poor condition.

Significance Evaluations. During the field survey, a single feature remaining from a former irrigation system designated KIM2110-H-1 was identified within the project site boundaries. CEQA calls for the evaluation and recordation of historic and archaeological resources. The criteria for determining the significance of impacts to cultural resources are based on §15064.5 of the *CEQA Guidelines* and Guidelines for the Nomination of Properties to the CRHR. Properties eligible for listing in the CRHR and subject to review under CEQA are those meeting the criteria for listing in the CRHR, or designation under a local ordinance.

Significance Criteria

California Register of Historical Resources. The California Register criteria are based on National Register criteria. For a property to be eligible for inclusion on the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
2. It is associated with the lives of persons important to local, California, or U.S. history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a master, possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

5(a) Cause an adverse change in the significance of a historical resource pursuant to §15064.5?

Less than Significant. As noted above, the records search summary and field survey identified a single feature remaining from a former irrigation system (KIM2110-H-1). CEQA calls for the evaluation and recordation of historic and archaeological resources based on the CRHR Significance Criteria, as outlined above. The cultural resources study determined that feature KIM2110-H-1 was not significantly associated with important events related to the development of the region, is not connected with any important individuals, the feature does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual or possess high artistic values, and it has not and is not likely to yield information important in prehistory or history.[24] Therefore, KIM2110-H-1 was recommended *not* eligible under any of the 4 criteria for listing on the California Register, and is *not* recommended a historical resource under CEQA. As such, it was concluded that KIM2110-H-1 does not warrant further consideration. No other cultural resources (including historic-period architectural resources, prehistoric archaeological resources, or historic-period archaeological resources) have been identified within the project site boundaries, despite relatively high surface visibility. The project site has been subject to severe disturbances associated with mechanical clearing, discing, and water leveling associated with former cultivation. These factors confer low sensitivity for significant buried resources within the project site boundaries.

Additionally, as noted in Table 8, a historic-period railroad is located just south of the site. The railroad would not be impacted from Project development.

However, while the cultural study has not indicated sensitivity for unknown cultural resources within the project boundaries, ground disturbing activities always have the potential to reveal buried deposits not observed on the surface. Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. As such, in abundance of caution, SM CUL-1 would be implemented:

Standard Conditions and Requirements:

SM CUL-1 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease, the City shall be notified, and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the Project outside of the buffered area may continue during this assessment period. Additionally, the Consulting Tribe(s) for this project shall be contacted, as detailed in MM TCR-1, and be provided information after the archaeologist makes his/her initial assessment of the nature of the find.

[24] BCR Consulting. August 2022. *Cultural Resources Assessment, pages 12-13*.

With implementation of SM **CUL-1**, impacts to historical resources would be less than significant.

5(b) Cause an adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant. As discussed above, the Project site has been subject to disturbance. Given the condition of the site and based on the cultural resources report prepared by BCR Consulting, there are no known archaeological resources on the Project site. Additionally, findings were negative during the Sacred Lands File search with the Native American Heritage Commission (NAHC)25. Although the current study has not indicated sensitivity for cultural resources (archaeological) within the Project site boundaries, ground disturbing activities always have the potential to reveal buried deposits not observed on the surface during pedestrian field surveys. Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. However, in abundance of caution, SM CUL-2 would be implemented:

Standard Conditions and Requirements:

SM CUL-2 If significant cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to City for review and comment. The archaeologist shall monitor the remainder of the Project and implement the Plan accordingly.

5(c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. No formal cemeteries are in or near the Project area. According to input from the Western Science Center (WSC), there no localities within the Project area or within a one-mile radius, see Appendix E (Paleontological Resources Overview) of the Cultural Report, provided as Appendix C1 of this IS/MND. The Project site is undeveloped, and human remains, particularly those interred outside formal cemeteries, could be disturbed during grading, excavation, or other ground-disturbing activities associated with the development of the Project site. As part of the cultural resources assessment and investigation, consultation with the Native American Heritage Commission (NAHC) concluded that findings were negative.

However, subsurface construction activities associated with the proposed Project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Pursuant to State of California Health and Safety Code provisions (notably §7050.5-7055), should any human remains be uncovered, all construction activities must cease, and the County Coroner be immediately contacted.

[25] BCR Consulting. July 27, 2022. *Native American Heritage Commission Sacred Lands File Search.* Appendix C of the Cultural Resources Study, also available as Appendix C1 of the IS/MND.

The treatment of Native American human remains is regulated by Public Resources Code Section 5097.98, as amended by Assembly Bill 2641, which addresses the disposition of Native American burials, protects remains, and appoints the NAHC to resolve disputes. In addition, Health and Safety Code Section 7050.5 includes specific provisions for the protection of human remains in the event of discovery, as described below and in SC CUL-3:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
    - The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and
    - If the coroner determines the remains to be Native American:
        - The coroner shall contact the Native American Heritage Commission within 24 hours.
        - The Native American Heritage Commission (NAHC) shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
        - The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code § 5097.98 (PRC § 5097.98), or
    - Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further and future subsurface disturbance pursuant to PRC § 5097.98(e).
        - The NAHC is unable to identify a most likely descendant.
        - The most likely descendant is identified by the NAHC, fails to make a recommendation within 48 hours of being granted access to the site; or
        - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

With compliance with State law Public Resources Code Section 5097.98, as amended by Assembly Bill 2641 and SC CUL-3, a less than significant impact on human remains would occur.

Standard Conditions and Requirements:

SC CUL-3 If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease, the City shall be notified, and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the Project.

The Project is anticipated to have a less than significant impact on human remains, including those interred outside of dedicated cemeteries following the implementation of SC CUL-3.

Energy

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6) ENERGY. Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Building Energy Conservation Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The California Energy Commission updates the standards every three years.[26]

On August 11, 2021, the CEC adopted the 2022 Energy Code. In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards in three major areas:

- New electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores.
- The promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure to allow for the conversion from natural gas to electricity.
- The expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multifamily residences, hotels and motels, tenant spaces, offices, (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers)

[26] California Energy Commission, 2022 Building Energy Efficiency Standards. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency, accessed March 4, 2021.

Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.[27]

Senate Bill 350

In September 2015, then California Governor Jerry Brown signed Senate Bill (SB) 350 (de León). This legislation established tiered increases to the Renewable Portfolio Standard—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

Senate Bill 100

SB 100, referred to as "The 100 Percent Clean Energy Act of 2019," was signed into law by Governor Brown in September 2018 and increased the required Renewable Portfolio Standards established in SB 350. Under SB 100, the total kilowatt hours (kWh) of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

6(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Less Than Significant Impact.

Electricity. Southern California Edison (SCE) provides electricity to the Project area. The Project is expected to use approximately 78,610 kilowatt-hours per year (kWh/year) based on California Emissions Estimator Model (CalEEMod); refer to Appendix A of this IS/MND. Project implementation would result in a permanent increase in electricity over existing conditions. The increased demand is expected to be adequately served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is forecast to increase by approximately 12,000 gigawatt-hours (GWh)—or 12 billion kWh—between 2015 and 2026.[28] The increase in electricity demand from the Project would represent an insignificant percent increase compared to overall demand in SCE's service area. Therefore, projected electrical demand would not significantly impact SCE's level of service.

[27] California Energy Commission. 2022. *2022 Building Energy Efficiency Standards*, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency (accessed August 2022).

[28] California Energy Commission, California Energy Demand 2018-2030 Revised Forecast, Figure 49 Historical and Projected Baseline Consumption SCE Planning Area, Available at: https://efiling.energy.ca.gov/getdocument.aspx?tn=223244, accessed November 29, 2021.

Based on the Project schedule, the Project would be required to comply with the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020. Prior to issuance of a building permit, the City of Hemet Building and Safety Department would review and verify that the Project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. The Project would also be required adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

Project development would not interfere with achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to SCE and other electricity retailers. As electricity retailers reach these goals, emissions from end user electricity use would decrease from current emission estimates.

Recent case law (*League to Save Lake Tahoe, Mountain Area Preservation, et al./California Clean Energy Committee v. County of Placer, et al*. (Sierra Pacific Industries, et al., Real Parties in Interest)) (2022) has indicated that an EIR's analysis of a project's impacts on energy resources must include a discussion of whether the project would increase its reliance on renewable energy sources to meet its energy demand as part of determining whether the project's energy impacts are significant. As discussed above, the Project would be required to comply with various building energy code requirements that would minimize energy consumption. As discussed in the Greenhouse Gas (GHG) Emissions section below, the City of Hemet CAP (measure R2-E4) requires installation of an average of 5 kilowatt (kW) of solar photovoltaic cells per 10,000 square feet of building space. The GHG analysis requires the implementation of MM GHG-1 to comply with CAP measure R2-E4. As mitigation requires the project to offset energy demand with on-site solar PV buildings are required to meet or exceed California Building Code standards, its impacts in this regard would be less than significant.

Natural Gas. Southern California Gas Company (SoCalGas) provides natural gas service to the Project area. The Project is expected to use approximately 54,510 kilo-British thermal units per year (KBTU/year) of natural gas based on California Emissions Estimator Model (CalEEMod); refer to Appendix A. The increased demand is expected to be adequately served by the existing SoCalGas facilities. From 2020 to 2035, core demand is expected to decline from 934 million cubic feet (mcf) to 806 mcf, while supplies remain constant at 3.775 billion cubic feet per day (bcfd)[29] from 2015 through 2035.[30] Therefore, the natural gas demand from the proposed Project would represent a nominal percentage of overall demand in SoCalGas' service area. The proposed

[29] 1 bcfd is equivalent to about 1.03 billion kBTU

[30] California Gas and Electric Utilities, 2020 California Gas Report, Southern California Gas Company Annual Gas Supply 2020-2035 Table 1-SCG. Available at: https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf, accessed November 29, 2021.

Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.

Fuel. During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most construction equipment during demolition and grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment.

Some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and California Air Resources Board engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

Based on the CalEEMod data prepared for the Air Quality and GHG analyses and provided in Appendices A and E, the overall diesel fuel consumption during construction of the Project would be 39,966 gallons and gasoline consumption would be 12,399 gallons, which would result in a nominal increase (0.03 percent and 0.002 percent, respectively) in fuel use in the South Coast portion (i.e., excluding the desert areas) of the County. As such, Project construction would have a minimal effect on the local and regional energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than

other similar development projects of this nature. A less than significant impact would occur in this regard.

During operations, energy consumption would be associated with visitor and employee vehicle trips; delivery and supply trucks; and trips by maintenance and repair crews. The Project is an industrial warehouse development that would provide employment opportunities for the surrounding area, thereby reducing the need to travel long distances. The Project is also near public transportation routes on S. Lyon Street close to Mayberry Avenue. RTA bus routes 31 and 32 are in the vicinity of the Project, which would further reduce the need to for passenger vehicle trips. The City and surrounding area are urbanized with numerous gasoline fuel facilities and infrastructure.

Based on the CalEEMod data prepared for the Air Quality and GHG analyses and provided in Appendices A and E, Project operations are estimated to consume approximately 17,072 gallons of diesel and 4,774 gallons of gasoline per year, which represent approximately 0.0129 percent and 0.0009 percent, respectively, of the South Coast portion of the County's automotive fuel consumption. The Project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. Additionally, the proposed Project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Existing rules and regulations concerning vehicle fuel consumption efficiencies (CAFE Standards)[31] would ensure that vehicle trips generated by the proposed Project would not be considered as inefficient, wasteful, or unnecessary. The proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts would be less than significant.

6(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur. The City of Hemet adopted a Climate Action Plan (CAP) in 2018 to help reduce energy consumption and GHG emissions to become a more sustainable community and to meet the goals of State Assembly Bill 32 (AB 32). The CAP outlines various measures and strategizes numerous methods on how the City's long-term vision can be achieved. As discussed in the Greenhouse Gas Emissions section, the proposed Project would be consistent with CAP energy and water efficiency strategies, which would reduce energy consumption. The Project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by 2020. Potential impacts are considered less than significant.

[31] U.S. Department of Transportation (2014). Corporate Average Fuel Economy Standards. Available at: https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards, accessed August 24, 2021.

SCAG's 2020 RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Senate Bill 32 (SB 32). The Project is consistent with regional strategies to reduce passenger vehicle miles traveled (VMT). The proposed Project would provide employment opportunities for the surrounding area, thereby reducing the need to travel long distances. Transit stops along S. Lyon Street connect the Project site to the rest of the City. Increasing employment opportunities near residential areas is a key strategy to reducing regional VMT. Therefore, in addition to being an efficient infill development, the Project would be consistent with regional goals to reduce trips and VMT by locating the Project adjacent to other uses, which reduces vehicle trip lengths. The Project would not conflict with the stated goals of the RTP/SCS. Therefore, the Project would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2020 RTP/SCS. Potential impacts are considered less than significant.

Additionally, the General Plan has planned the Project site to be developed with industrial uses and by right permits warehousing. With this, the General Plan planned and accounted for the use of energy from the allowed use. The Project is not anticipated to result in an impact on the environment due to wasteful, inefficient, or unnecessary consumption of energy resources. Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no impact would occur. A less than significant impact would occur from energy consumption from the Project implementation.

Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7) GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

A Geotechnical Report has been prepared by Partner, dated July 2021. The aforementioned study was used as a resource in completing this section. The report is available in Appendix D to this initial study, and findings are summarized herein. Additionally, this section references the Preliminary Hydrology Report (Appendix G) and Preliminary Water Quality Management Plan (Appendix H).

Seismicity and Seismic Hazards

The Project site is in the southern California region, which is prone to ground shaking. As shown Figure 6.1, *Seismic Hazards*, of the General Plan, Hemet is situated in a region with several active faults.[32] In particular, a portion of the San Jacinto Fault Zone, one of California's most active faults, traverses through upper east portion of the City and is approximately 2.2 miles northeast of the site. Although no habitable structures are proposed as part of the Project, all Project components would be constructed to the more recent 2019 California Building Standards Code (2019 CBC) standards and would be designed in conformance with all applicable standards to lessen the effect of seismic ground shaking.

Faults

The According to California Geological Survey's Fault Activity Map, the three faults most relevant to the site are the Casa Loma fault (2.2 miles from the site), Claremont fault (5.2 miles from the site), and the Hot Springs fault (7.1 miles from the site).

7(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Less than Significant Impact. As discussed above, the San Jacinto Fault Zone traverses through the City's upper east portion and is approximately 2.2 miles northeast of the site. Per the Hemet GP's Figure 6.1, *Seismic Hazards,* the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. Therefore, the possibility of significant fault rupture on the site is considered to be low. However, due to the Project's location, all structures are subject to adherence to all applicable regulations in the CBC that is approved at the time of development. With adherence to the current CBC at the time of development, the latest California seismic design requirements will be included in the design of the proposed warehouse, including ancillary structures (e.g., guard booth, restroom, and maintenance shed) and inspected by the City during construction, therefore impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than Significant Impact. The Project site is in an area of high regional seismicity. The Project would be required to be in conformance with the current CBC, City regulations, and other applicable standards. The current CBC design standards correspond to the level of seismic risk in each location and are intended primarily to protect public safety and secondly to minimize property damage. Conformance with standard engineering practices and design criteria

[32] City of Hemet (2012). *2030 General Plan, Public Safety Element – Figure 6.1 – Seismic Hazards,* available at https://www.hemetca.gov/DocumentCenter/View/5331/6_Public-Safety_web5142019?bidId=, accessed June 29, 2021.

established in the current CBC, would reduce the effects of seismic groundshaking to a less than significant level.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant. According to the City's General Plan, Figure 6.1, *Seismic Hazards*, the Project site is in a general area designated as a Moderate Liquefication Susceptibility area. Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean (d50) grain size in the range of 0.075 to 0.2 mm. Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

According to the Geotechnical Report, the site was mapped within a zone of seismically induced hazard for liquefaction. However, nearby well data shows that groundwater in the area has been deeper than 100 feet since the year 2000. Therefore, the potential for liquefaction is considered low. With adherence to the latest CBC and implementation of the recommended Project designs, impacts would be less than significant.[33]

iv) Landslides?

No Impact. The Project site is relatively flat and is not within an area susceptible to landslides as shown in figure S-7, *Slope Stability and Major Landslides,* of the General Plan.[34] Therefore, there would be no impact from landslides on the proposed Project site.

7(b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The Project site is underlain by San Emigdio alluvial fans, and San Emigdio fine sandy loam. According to the County's Municipal Code (MC), the project is subject to Chapter 16.52 – Soil Erosion. Section 16.52.020 notes a list of soils that are to be considered as subject to wind erosion. Based on the existing site soils, the project site is not anticipated to have soils that would be considered prone to wind erosion[3536]. As with all

[33] Partner. (2021). *Geotechnical Report.* See Appendix D.
[34] General Plan. 2005. *Geology and Soils, Figure S-7.*
[35] Kimley-Horn. 2021. *Preliminary Water Quality Management Plan.*
[36] Riverside County. 2019. *Municipal Code, Chapter16.25 – Soil Erosion, Subsection 16.52.020 – Factors of Consideration*. Available at https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT16SU_CH16.52SOER_16.52.040WIERCOPL, accessed October 6, 2020

construction sites, grading activities always have the potential to expose soils that would be subject to erosion by water.

Because ground disturbance on the site would be in excess of 1.0-acre, grading and construction would be completed in accordance with the CGP. With adherence to the above stated policies, BMPs, State Law, and the Regional Water Quality Control Board (RWQCB) Construction General Permit (CGP), which requires a stormwater pollution prevention plan (SWPPP) and the implementation of a variety of associated BMPs on construction and operation of the project, this would minimize potential erosion from the site over the short- and long-term and a less than significant impact would occur.[37] Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the proposed project would be required to comply with the erosion and siltation control measures. This would include measures such as sand-bagging to reduce site runoff or hold topsoil in place prior to final grading and construction.

With adherence to the above-stated policies, NPDES permits, State Law, and the Regional Water Quality Control Board (RWQCB) General Construction Permit, which requires the implementation of a variety of BMPs on construction and operation of the Project, this would minimize potential erosion from the site over the short- and long-term would be less than significant impact.

7(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. When certain soil types are exposed to water, mainly those with moderate to high clay content, they can deform and either shrink or swell, depending on their particular physical characteristics. Such soils can expose overlying buildings to differential settlement and other structural damage. According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, the site is composed of sands and fine sandy loams, which have moderate infiltration rates.[38] Furthermore, the Project would be required to be in conformance with the latest CBC standards. Additionally, as noted in the Geotechnical Report, any soft or unstable areas would be repaired per the direction of the engineer. Once approved, regarding on-grade construction considerations, the subgrade soil would be scarified to a depth of 12 inches, moisture conditioned, and compacted as engineered fill. Improvements in these areas would extend laterally beyond the new structure limits 5 feet or a distance equal to or greater than the layer thickness, whichever is greater. This zone would extend vertically from the bearing grade elevation to the base of the fill. Additionally, regarding foundation considerations, given the dry and loose nature of the onsite material, it is recommended that the upper 7' feet of site material below the new main building be over-excavated, moisture conditioned and

[37] Kimley-Horn. 2021. *Preliminary Hydrology Report*.
[38] NRCS. 2021. *Soil Infiltration – Soil Quality Kit*. Available at https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_053268.pdf, accessed March 10, 2020.

recompacted below buildings and/or foundations, to create a rigid fill pad compacted to 95 percent of the modified proctor density.

In addition, the project site was not mapped within a zone of seismically induced hazard for landslide or tsunami. The project site was mapped within a zone of seismically induced hazard for liquefaction. However, nearby well data shows that ground water in the area has been deeper than 100 feet. No potential for collapse would occur.[39]

Conformance with standard engineering practices and design criteria, such as modified foundations or over-excavation and soil modification, would reduce the potential for substantial risks to life or property as a result of expansive soils is minimal and the associated impacts would be less than significant.

7(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. When certain soil types are exposed to water, mainly those with moderate to high clay content, they can deform and either shrink or swell, depending on their particular physical characteristics. Such soils can expose overlying buildings to differential settlement and other structural damage. According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, the site is composed of San Emigdio fine sandy loam which has low shrink-swell or expansion characteristics; Sandy loams are not considered expansive soils due to their ability to transmit water efficiently.[40] Furthermore, the proposed Project would be required to be in conformance with the most recently published CBC and the recommendations in the geotechnical report prepared for the Project. Conformance with standard engineering practices and design criteria, such as modified foundations or over-excavation and soil modification, would reduce the potential for substantial risks to life or property as a result of the soil types located on the Project site. Therefore, impacts would be less than significant.

7(e) Soil capability to support waste water disposal, including septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed Project is expected to connect to the City's sewer collection system, which currently provides service to the surrounding vicinity and would not require an alternative method of wastewater conveyance. The Project does not propose a septic tank system. Therefore, no impacts associated with septic or alternative wastewater disposal systems would occur.

[39] Partner. 2021. *Geotechnical Report, page 6*.
[40] NRCS. 2019. *Web Soil Survey*. Available at https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx, accessed December 20, 2019.

7(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation. Although the entirety of the Project site has been subject to ground disturbance, the site is identified as having a high paleontological sensitivity (High B).[41] This is considered equivalent to (High A) but is based on the occurrence of fossils at a specified depth below the surface. The project site is located in Section 16 of Township 5 South and Range 1 West on the Hemet (1979), California SBBM USGS 7.5-minute topographic quadrangle and according to the WSC. According to WSC, Paleontological Resources Overview, the project does not have localities within the project area but does have numerous localities within similarly mapped alluvial sediments throughout the region[42]. Additionally, Figure 3, Geologic Map of the Geotechnical Report shows that the site and the general region share the same underlaying soil type[43]. The category (High B) indicates that fossils are likely to be encountered at or below four feet of depth and may be impacted during excavation by construction activities.

Therefore, MM GEO-1 requires paleontological resource monitoring to recover fossil resources should they be discovered during the site construction.

Mitigation Measure:

MM GEO-1 Prior to issuance of a grading permit, the applicant shall provide a letter from a qualified paleontologist that demonstrates that the qualified professional paleontologist has been retained to prepare a paleontological monitoring plan, attend the project pre-construction meeting, and to implement the monitoring plan. A Qualified Professional Paleontologist is defined as a person who has a Ph.D. or M.S. or equivalent in paleontology or closely related field (e.g., sedimentary or stratigraphic geology, evolutionary biology); has a demonstrated knowledge of Southern California paleontology and geology; and has documented experience performing professional paleontological procedures and techniques. A Qualified Paleontological Resource Monitor is defined as an individual with at least one year of experience in field identification and collecting of fossil materials. The project Qualified Professional Paleontologist or Monitor shall attend the pre-excavation meetings with representatives of the lead agency, the developer or project proponent, and contractors to explain the importance of fossils, the laws protecting fossils, the need for mitigation, the types of fossils that might be discovered during excavation work, and the procedures that should be followed if fossils are discovered. The monitoring plan shall include the following performance standards at a minimum:

[41] Riverside County. 2021. *Riverside County Parcel Report, APN 4561400082*
[42] BCR Consulting. 2021. *Western Science Center, Paleontological Resources Overview, Appendix C1 of the Cultural Resources Study*.
[43] Partner. 2021. *Figure 3, Geologic Map. Geotechnical Report.*

1. A Paleontological Monitoring Plan shall be prepared and approved by the Qualified Professional Paleontologist retained for the project prior to the pre-construction meeting. The Paleontological Monitoring Plan shall include a literature search, record search, and, as needed, consultation information based on coordination with other paleontologists who have completed monitoring for other projects within the City of Hemet.
2. A qualified professional paleontologist or a paleontological resource monitor under the direction and supervision of a qualified professional paleontologist, shall be on site during original cutting of Pleistocene-age alluvial deposits. The qualified professional paleontologist or a paleontological resource monitor shall follow the Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (Society of Vertebrate Paleontology 2010; Available at: http://vertpaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx).
3. Monitoring of the noted geologic unit may be either increased or decreased after the original cutting depending upon if on-going grading activities would involve cut into native Pleistocene-age alluvium deposits, as determined by the qualified paleontologist. After 50% of excavations are complete in either an area or rock unit and no fossils of any kind have been discovered, the level of monitoring can be reduced or suspended entirely at the project paleontologist's discretion.
4. In the event that well-preserved fossils are discovered, a qualified paleontologist shall have the authority to temporarily halt or redirect construction activities in the discovery area to allow recovery in a timely manner (typically on the order of one hour to two days). All collected fossil remains shall be cleaned, sorted, cataloged and deposited in an appropriate paleontological repository as defined by the Standard Procedures for the Assessment and Mitigation of Advisees Impacts to Paleontological Resources (Society of Vertebrate Paleontology 2010) at the applicant's expense.
5. A Final Monitoring Report (with a map showing fossil site locations) summarizing the results, analyses, and conclusions of the above-described monitoring/recovery program shall be submitted to the City of Hemet within three months of terminating monitoring activities. The final report should emphasize the discovery of any new or rare taxa, or palaeoecological or taphonomic significance. A complete set of field notes, geologic maps, stratigraphic sections, and a list of identified specimens must be included in or accompany the final report. This report should be finalized only after all aspects of the mitigation program are completed, including preparation,

identification, cataloging, and curatorial inventory. The final report (with any accompanying documents) and repository curation of specimens and samples constitute the goals of a successful paleontological resource mitigation program. Full copies of the final report should be deposited with both the lead agency and the repository institution with the request that all locality data remain confidential and not made available to the general public.

With implementation of **MM GEO-1**, inadvertent paleontological discoveries during construction activities would have a less than significant impact.

Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8) GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

A Greenhouse Gas Emissions Assessment has been prepared by Kimley-Horn and Associated, dated August 2022. The aforementioned study was used as a resource in completing this section. The report is available in Appendix E to this IS/MND.

Background

The "greenhouse effect" is the natural process that retains heat in the troposphere, the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would "leak" into space resulting in a much colder and inhospitable planet. With the greenhouse effect, the global average temperature is approximately 61˚F (16˚C). Greenhouse gases (GHGs) are the components of the atmosphere responsible for the greenhouse effect. The amount of heat retained is proportional to the concentration of GHGs in the atmosphere. As more GHGs are released into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change. The Kyoto Protocol identified six gases for emission reduction targets: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). When accounting for GHGs, all types of GHG emissions are expressed in terms of CO_2 equivalents (CO_2e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

Approximately 80 percent of the total heat stored in the atmosphere is caused by CO_2, CH_4, and N_2O. These three gases are emitted by human activities as well as natural sources. Each of the GHGs affects climate change at different rates and persists in the atmosphere for varying lengths of time. Global warming potential (GWP) is the relative measure of the potential for a GHG to trap heat in the atmosphere. The GWP allows comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of one ton of a gas would absorb over a given period of time, relative to the emissions of one ton of CO_2. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time period.

GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases.

GHGs, primarily CO_2, CH_4, and N_2O, are directly emitted as a result of stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Included in GHG quantification is electric power which is used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills.[44]

Regulations and Significance Criteria

Issued in June 2005, Executive Order S-3-05 established the following GHG emission reduction targets: (a) by 2010: Reduce GHG emissions to 2000 levels; (b) by 2020: Reduce GHG emissions to 1990 levels; and (c), by 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 Statutes of 2006, Health and Safety Code Section 38500 et seq. require that CARB determine what the statewide GHG emissions level was in 1990 and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO_2 equivalent ($MTCO_2e$).

Issued in April 2015, Executive Order B-30-15 requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. SB 32, signed into law in September 2016, codifies the 2030 GHG reduction target in Executive Order B-30-15. SB 32 authorizes CARB to adopt an interim GHG emissions level target for the State to achieve by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the California Legislature passed companion legislation AB 197, which provided additional direction for developing an updated Scoping Plan. CARB released the second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 in November 2017.

Additionally, in September 2018 SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. Addressing GHG emissions

[44] California Air Resources Board, *Climate Change Scoping Plan*, 2008.

generation impacts requires an agency to determine what constitutes a significant impact. The State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is to determine whether a project's GHG emissions would have a "significant" impact on the environment. The State CEQA Guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 CRC §15064.4(a)).

On September 28, 2010, the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO_2e annually, as well as an efficiency-based threshold of 4.8 metric tons of CO_2e per service population (residents plus employees) per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035.[45] The SCAQMD formed the Working Group to assist the SCAQMD's efforts to develop a GHG significance threshold. The Working Group included a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a city and county planning departments in the Air Basin, various utilities such as sanitation and power companies throughout the Air Basin, industry groups, and environmental and professional organizations. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds. The thresholds are supported by substantial evidence and provide guidance to CEQA practitioners and lead agencies in determining whether GHG emissions from a proposed project are significant.

The City has not adopted project-specific significance thresholds. For the proposed project, the SCAQMD's proposed 3,000 $MTCO_2e$/year non-industrial screening threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from CEQA Guidelines Appendix G, Section VII. The 3,000 $MTCO_2e$/year screening threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources) and represents emissions associated with development of approximately 70 single-family dwelling units. The 3,000 $MTCO_2e$/year value is typically used in defining small projects that are considered less than significant.[46]

[45] In *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497, the Supreme Court held that the EIR prepared for the San Diego Association of Governments' (SANDAG) *2050 Regional Transportation Plan/Sustainable Communities Strategy* did not need to include an analysis of the Plan's consistency with GHG emission reduction goals of 80 percent below 1990 levels by 2050 (established by EO S-3-05 to comply with CEQA. The Court's opinion stated that the lead agency made "a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" in part because it disclosed the 2050 emissions levels and identified the significance of the 2050 threshold to climate change impacts (i.e., to stabilization of temperature increases). The Court also noted that "a recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major 'decarbonization' of electricity supplies and fuels, and major improvements in energy efficiency."

[46] On page 3-2 and 3-3 of the SCAQMD's *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (October 2008) the SCAQMD notes that a GHG significance threshold based on a 90 percent emission capture rate may be more appropriate

8(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact.

Short-Term Construction Greenhouse Gas Emissions

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in **Table 9**, **Construction-Related Greenhouse Gas Emissions**.

Table 9: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$ Emissions, metric tons/year
Construction	515
30-Year Amortized Construction	17
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.	

As shown, the Project would result in the generation of approximately 515 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.9 The amortized Project construction emissions would be 17 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with the Project are summarized in **Table 10**, **Project Greenhouse Gas Emissions**. The Project would include energy efficiency requirements matching or exceeding Title 24 requirements and water conservation measures that match California Green Building Code standards. As shown in Table 10, the Project would generate approximately 533 $MTCO_2e$ annually from both construction and operations and the Project. Approximately 40 percent of the GHGs are associated with non-construction related mobile sources. Emissions

to address the long-term GHG impacts. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that the SCAQMD estimates that these GHG emissions would account for less than one percent of future 2050 statewide GHG emissions target (85 $MMTCO_2e$/year). In addition, these small projects would be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory.

of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards.

Table 10: Project Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions, metric tons/year
Construction Amortized Over 30 Years	17
Area Source	0.01
Energy	17
Mobile	210
Off-road	259
Waste	12
Water and Wastewater	18
Total	**533**
SCAQMD Threshold	3,000
Exceeds Threshold?	**No**
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs. Note: Total values are from CalEEMod and may not add up 100% due to rounding.	

As shown in Table 10, Project-related GHG emissions are below the proposed GHG significance threshold for industrial land use projects; therefore, a less than significant impact would occur.

8(b) Conflict with applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant with Mitigation Incorporated.

City of Hemet Climate Action Plan

The City's Climate Action Plan (CAP), which was an adoption of the WRCOG subregional CAP, provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. With respect to evaluation of projects under CEQA, the CAP states, "One of the major benefits to an adopted Hemet CAP is that development projects within the City would not require additional GHG emissions analysis and mitigation under CEQA if they are consistent with the Hemet CAP." The purpose of the City's CAP is to guide the development, enhancement, and implementation of actions that would reduce the City's GHG emissions by 15 percent below existing (2010) levels by 2020. However, the Project buildout would be post-2020; thus, consistency with the City's CAP is included solely for informational purposes.

As noted above, the City's CAP includes reduction measures R2-E2: New Commercial Energy Efficiency, R2-E4: Commercial Renewable Energy, and R2-W2: Water Conservation Strategies that are applicable to the proposed Project. The proposed Project would be required to meet the 2019 Title 24 standards, which requires a 30 percent reducing in energy consumption than 2016 standards due mainly to lighting upgrades. 2016 Title 24 standards for nonresidential buildings will use about 5 percent less energy than those built to the 2013 standards. Therefore, by meeting

the 2019 Title 24 Standards, the proposed Project would exceed the requirement of 10 percent beyond 2013 Title 24 Standards.

Additionally, SCE would provide electricity for the proposed Project. According to the California Energy Commission, SCE obtained 36 percent of its power supply from renewable sources in 2018.[47] Therefore, the Project would exceed 10 percent of renewable electricity goal. Additionally, the latest building code requires non-residential buildings to be solar ready. However, the City of Hemet CAP (measure R2-E4) requires installation of an average of 5 kilowatt (kW) of solar photovoltaic cells per 10,000 square feet of building space, therefore **MM GHG-1** is required to comply with CAP measure R2-E4. Furthermore, the Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The Project would also comply with the City's Water Conservation Ordinance (Chapter 14, Article VIII of the Hemet Municipal Code). Therefore, the Project would be consistent with the strategies in the City's CAP.

Regional Transportation Plan/Sustainable Communities Strategy Consistency

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (*2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy* [2020 RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG

[47] California Energy Commission, *Annual Power Content Labels for 2018*, July 2019.

emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the RTP/SCS goals is analyzed in detail in **Table 11**, **Regional Transportation Plan/Sustainable Communities Strategy Consistency.**

Table 11: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Project is located on a vacant site and development of the site would contribute to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent:	Although this Project is not a transportation improvement project, the Project is located near existing transit routes on S. Lyon Street close to Mayberry Avenue. RTA bus routes 31 and 32 are in the vicinity of the Project.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Project includes a warehouse use that would support goods movement.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	Consistent:	The Project is located within an urban area in proximity to existing truck routes and freeways. Location of the project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions relative to projects located in non-urban areas.
GOAL 6:	Support healthy and equitable communities.	Consistent:	The Project does not exceed the SCAQMD's regional or localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's LSTs would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no significant criteria pollutant health impacts.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable

SCAG Goals		Compliance	
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	The Project involves development of a warehouse and does not include housing. The Project is located within a relatively short walking distance to local bus routes.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A:	The Project is located on a previously developed site and is not located on agricultural lands.
Source: Southern California Association of Governments, *Regional Transportation Plan/Sustainable Communities Strategy*, 2020.			

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in Table 11, the proposed Project would be consistent with the stated goals of the RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Consistency with the CARB Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (CO_2, CH_4, NO_X, HFCs, PFCs, and SF_6) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions would be adopted as required to achieve statewide GHG emissions targets.

As shown in **Table 12**, **Project Consistency with Applicable CARB Scoping Plan Measures**, the Project is consistent with most of the strategies, while others are not applicable to the Project. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 12: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Not Applicable.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	**Consistent**. This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
	High Speed Rail	Funded under SB 862	**Not applicable**. This is a statewide measure that is not applicable to the Project.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent.** The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	**Consistent**. The Project would obtain electricity from the electric utility, Southern California Edison (SCE). SCE obtained 36 percent of its power supply from renewable sources in 2018. Therefore, the utility would provide power when needed on-site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
	Million Solar Roofs Program	Tax Incentive Program	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use.
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State is to increase the use of green building practices. The Project would implement required green building strategies through existing regulation that requires the Project to comply with various CalGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Not applicable.** The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 $MTCO_2e$ of combustion and process emissions, all facilities belonging to certain industries, and all-electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, total Project GHG emissions would not exceed 10,000 $MTCO_2e$. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards AB 341 Statewide 75 Percent Diversion Goal	**Consistent.** The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The Project is not located in a forested area.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Consistent**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the Project.

Source: California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017 and CARB, *Climate Change Scoping Plan*, December 2008.

As seen in Tables 11 and 12, the Project would be consistent with all applicable plan goals. As shown in Table 10, the Project is estimated to emit approximately 533 $MTCO_2e$ per year with majority of emissions coming indirectly from off-site motor vehicles. As discussed above, the GHG emissions caused by long-term operation of the Project would not exceed the 3,000 $MTCO_2e$ per year screening threshold, and impacts would be less than significant.

As discussed above, the proposed Project would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets. Additionally, Project emissions would be indirectly reduced through the implementation of various Scoping Plan measures, such as the low carbon fuel standard, vehicle emissions standards, building energy efficiency standards,

market-based mechanisms (such as the cap-and-trade program) and the Renewable Portfolio Standard. Therefore, the Project would not conflict with the Scoping Plan's recommended measures and, as such, would not impede implementation of the Scoping Plan. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the Project would benefit from implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for reducing the emissions of GHGs because the Project would generate low levels of GHGs, and would not impede implementation of the Scoping Plan, or conflict with the policies of the Scoping Plan or any other GHG reduction plan. Therefore, the impacts would be less than significant.

***Mitigation Measure**:*

MM GHG-1 As part of the building permit for tenant improvements, the project shall install solar photovoltaic (PV) panels. On-site solar PV systems shall be installed within two years of commencing operations. Each building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage. This mitigation measure applies only to tenant permits and not the building shell approvals.

With implementation of **MM GHG-1**, the Project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions and a less than significant impact would occur.

Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9) HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

A Phase I Environmental Site Assessment dated August 2022 was prepared by Partner for the Project site. The technical study is included as Appendix F and findings are included herein.

Fire Hazard

The areas surrounding Hemet are susceptible to wildland fire threats due to topography, native vegetation, the Santa Ana winds, and the region's weather. However, as shown on the Hemet GP

Figure 6.4, *Wildland Fire Hazard Severity Zones*, the Project site is not located in a fire hazard severity zone.[48]

9(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. Both the EPA and the US Department of Transportation (DOT) regulate the transport of hazardous waste and material, including transport via highway. The EPA administers permitting, tracking, reporting, and operations requirements established by the Resource Conservation and Recovery Act. The DOT regulates the transportation of hazardous materials through enforcement of the Hazardous Materials Transportation Act. This act includes requirements for container design and labeling, as well as for driver training. The established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, State and local agencies enforce the application of these acts and coordinate safety and mitigation responses in the case that accidents involving hazardous materials occur.

Construction

A majority of the Project building process would occur on-site. According to the findings from the Phase I ESA conducted for the Project site, no recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), historical recognized environmental conditions (HRECs). Additionally, as noted below in Response (d) below, the Project site is not included in a hazardous list site (Cortese List). As such, no hazardous materials are anticipated to be released during construction activities. The only hazardous materials to be utilized during construction activities are typical paint and cleaning solvents, gas, diesels and other similar products. However, no hazardous conditions are anticipated to be created as part of the Project construction activities.

Operations

The Project site would be utilized by the owner/operator, JD Fields & Company, for receipt/delivery, storage, fabrication and distribution of steel/pvc pipe, steel piling, plumping equipment, valves and flanges. The use of the site is not anticipated to create hazardous conditions for those working or residing near the Project site.

The transport, use, and storage of hazardous materials during the construction and operation of the site would be conducted and kept in accordance with all applicable State, local and Federal regulations. Compliance with all applicable laws and regulations would reduce the potential

[48] City of Hemet (2012). *2030 General Plan, Public Safety Element – Figure 6.4 – Wildland Fire Hazard Severity Zones,* available at https://www.hemetca.gov/DocumentCenter/View/5331/6_Public-Safety_web5142019?bidId=, accessed June 29, 2021.

impact associated with the routine transport, use, storage, or disposal of hazardous materials to a less than significant level. As such, a less than significant impact is anticipated to occur.

9(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No impact. In general, demolition of any existing structures, especially older structures where these hazardous building materials were commonly used in construction, could be released during demolition activities, and expose construction workers, the public, or the environment. However, as previously mentioned, the Project site is currently vacant and unimproved and therefore no demolition would occur onsite. Without demolition activities, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Additionally, as noted in the Phase I ESA, the project site was historically used for agricultural purposes. There is the potential that agricultural related chemicals such as pesticides, herbicides, and fertilizers, may have been used and stored onsite. Based on Phase I review of historical aerial photographs, no evidence of pesticide, herbicide, and/or fertilizer bulk storage or mixing areas was observed. Furthermore, there is a potential that residual agricultural chemicals (if any) would have degraded since the site was last utilized for agricultural purposes. Although agricultural impacts may be present onsite, the future development of the subject property will be for commercial use and therefore remaining impacts, if any, will not likely be above commercial regulatory risk levels. Based on these factors, the historical agricultural use of the subject property is not expected to represent a significant concern. Therefore, no impact would occur.

9(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No impact. There is no existing or proposed school located within one-quarter mile of the Project. The nearest school, Whittier Elementary School, is located approximate one (1) mile southeast of the Project site. Therefore, no impact would occur.

9(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Hazardous Waste and Substances Sites List (Cortese list) is a planning document used by the State, local agencies, and developers to comply with CEQA requirements to provide information on locations of hazardous materials release sites. The California Government Code Section 65962.5 requires the California Environmental Project Agency (EPA) to develop at least annually updated Cortese List. The Department of Toxic Substances Control (DTSC) is responsible

for compiling the list, which consists of potentially contaminated sites in the state.[49] The Project site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code §65962.5.[50] Therefore, no impact would occur.

9(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Project area?

Less than Significant Impact. The closest public use airport/airstrip to the Project is Hemet-Ryan Airport. The Hemet-Ryan Airport is a public use airport managed by Riverside County Economic Development Agency. The Project is located approximately 1.3 miles northeast of the Hemet-Ryan Airport and is within Zone D – Primary Traffic Patterns and Runway Buffer Area of the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP)[51]. Per the City of Hemet Planning Division, the Project is not required to be reviewed by the Riverside County Airport Land Use Commission (ALUC) as no legislative action is proposed. City staff would perform the airport land use compatibility review.[52] Zone D restricts non-residential intensity to 300 people per average acre, and 1,200 people per single acre. Within Zone D, airspace review is required for proposed structures taller than 70 feet in height. The proposed 25,000 sq.ft. metal/prefab modular warehouse building inclusive of a 3,000 sq.ft. of office space. The proposed building would not exceed the M-2 Zone's maximum height requirement of 60 feet, and therefore, would not require airspace review per the Hemet-Ryan Airport ALUCP. In addition, highly noise-sensitive outdoor non-residential uses and hazards to flight uses are prohibited in Zone D. The proposed office/warehouse building is consistent with the Industrial land use and M-2 zoning designations and is anticipated to be used for the receipt/delivery, storage, fabrication and distribution of steel/pvc pipe, steel piling, plumping equipment, and valves and flanges. All activities, except for pipe and steel piling storage, are expected to be conducted inside the building. Pipe and steel piling would be stored outdoor in designated outdoor storage areas. Therefore, the Project as proposed would have less than significant impact.

9(f) Impair implementation of an emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project proposes three ingress/egress driveway via S. Gilmore St. The three driveways would be constructed to meet the California Fire Code specifications and

[49] Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List),* available at https://dtsc.ca.gov/dtscs-cortese-list/, accessed on June 29, 2021.

[50] Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List (Cortese),* available at https://www.envirostor.dtsc.ca.gov/public/search.asp?PAGE=3&CMD=search&ocieerp=&business_name=&main_street_number=&main_street_name=&city=&zip=&county=&branch=&status=ACT%2CBKLG%2CCOM&site_type=CSITES%2CFUDS&cleanup_type=&npl=&funding=&reporttype=CORTESE&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&display_results=&school_district=&pub=&hwmp=False&permitted=&pc_permitted=&inspections=&inspectionsother=&complaints=&censustract=&cesdecile=&ORDERBY=city&next=Next+50, accessed on June 29, 2021.

[51] Riverside County Airport Land Use Commission. 2017. *Hemet-Ryan Airport Compatibility Map HR-1*. Retrieved from https://www.rcaluc.org/Portals/13/16%20-%20Vol.%201%20Hemet-Ryan%202017%20Final.pdf?ver=2017-03-21-131317-620. Accessed July 21, 2022.

[52] City of Hemet, Planning Division (2021), *Pre-Application Review (PR21-001) Comments DRC Date: February 11, 2021.*

would allow emergency access and evacuation from the site. Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and any potential impacts would be less than significant.

9(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. According to the Hemet 2030 GP Figure 6.4 Wildland Fire Hazard Severity Zones, the Project site is not located within or adjacent to a wildland fire hazard severity zone.[53] Therefore, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, no impact would occur.

[53] City of Hemet (2012). *2030 General Plan, Public Safety Element – Figure 6.4 – Wildland Fire Hazard Severity Zones,* available at https://www.hemetca.gov/DocumentCenter/View/5331/6_Public-Safety_web5142019?bidId=, accessed June 29, 2021.

Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10) HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i. Result in substantial erosion or siltation on- or off-site?			X	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

A Preliminary Hydrology Report (August 2022) and a Preliminary Water Quality Management Plan (WQMP) (August 2022) were prepared by Kimley-Horn and Associates for the Project. These technical studies are included as Appendix G and Appendix H, respectively.

10(a) Violate water quality or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact. The California Porter-Cologne Water Quality Control Act (§13000 of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require comprehensive water quality control

plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB).

Demolition and Construction

The Project site is primarily vacant and undeveloped. Demolition and construction of the site would involve clearing, soil stockpiling, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the proposed Project in the absence of any protective or avoidance measures.

As part of the Project, improvements would be provided along S. Gilmore Street, such as curb and gutter. At this time there is no intended utility work with exception of new connections to existing underground utilities, including water, sewer and electrical. Additionally, an infiltration basin is proposed as part of the Project to catch runoff for infiltration purposes. The infiltration basin would be located on the southwest portion of the site, adjacent to S. Gilmore Street.

The City of Hemet is part of the Riverside County Watershed Protection. Under the requirements of the 2010 Riverside County Area-wide Municipal Separate Storm Sewer (MS4) permit, the City is obligated to advise the development, construction, and business communities of the need to comply with proper general waste discharge permits. The proposed Project would disturb more than one acre of land surface and would, therefore, be required to obtain coverage under the NPDES stormwater program. The City of Hemet is required to adhere to the provisions of the NPDES program. To minimize water quality impacts during construction, construction activities would be required to comply with a SWPPP consistent with the General Permit for Storm Water Discharge Associated with Construction Activity (Construction Activity General Permit). To obtain coverage, the Project Applicant is required to submit a Notice of Intent prior to construction activities and develop and implement an SWPPP and monitoring plan. The SWPPP identifies erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed measures required by the Construction Activity General Permit to control potential construction-related pollutants.

Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Typical BMPs include but are not limited to construction scheduling, proper construction equipment staging, hydroseeding, straw mulch, sandbags and silt fences. These requirements would ensure that potential Project impacts related to soil erosion, siltation, and sedimentation remain less than significant and avoid violation to any water quality standards or waste discharge requirements.

Operations

As noted above, exiting site drainage flows southwest toward S. Gilmore Street and most of the northern portion flows southwesterly. As outlined in the Preliminary WQMP, to retain the stormwater volume required to avoid or minimize impacts downstream, the Project would be subject to establishing targets for post-development hydrology based on performance criteria specified in the MS4 Permit. These targets include runoff volume, time of concentration, and peak runoff for protection of any downstream waterbody segments with Complete Hydrologic Conditions of Concern (HCOC). The Project proposes an infiltration basin (identified as BMP-1 in Exhibit 4 of the hydrology report) in the southwest corner of the Project site. The infiltration basin would serve as stormwater quality treatment and mitigation. The proposed basin is sized to treat the design capture the volume (DCV) and to retain the storm water volume as required to not create any adverse impacts downstreet. The required DCV for the proposed project site is approximately 12,000 cubic feet. The proposed basin has a total capacity of 80,599 cubic feet which satisfies the requirement for water quality. As such, the Preliminary Hydrology Report concluded that the development of the existing vacant site into the Project is not expected to cause a significant impact to downstream properties for storms up to the 100-year condition. The mitigated development discharges less stormwater flows than the existing site conditions by proposing a zero-discharge site.

The WQMP is a post-construction management program that ensures the ongoing protection of the watershed basin by requiring structural and programmatic controls. The WQMP identifies structural controls (including a contained, on-site wastewater treatment plant) and programmatic controls to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during long-term operation. Therefore, a less than significant impact would occur.

10(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. The City of Hemet Water Department relies on local groundwater as the only water supply source for customers in its 5.25 square mile service area. Groundwater is currently pumped from the Hemet Groundwater basin by nine (9) City-owned wells.[54] The City is within the boundaries of Eastern Municipal Water District (EMWD)'s service area and has water exchange service connections with EMWD as well as Lake Hemet Municipal Water District (LHMWD), which provides an opportunity for water exchanges during emergency situations.

[54] City of Hemet. *Water Supply.* Retrieved from https://www.hemetca.gov/657/Water-Supply, accessed November 2021.

Historically, the City has purchased minor amounts of water from EMWD for emergency purposes.[55]

The City of Hemet 2020 Urban Water Management Plan (UWMP) projected water demands and supplies for over the next 25 years in five-year increments through 2045.[56] The UWMP made supply and demand projections for normal years, single dry years, and multiple-dry years and determined that the City can meet water demands during normal years, single dry years, and multiple-dry years.

The Project site is currently vacant with zero percent impervious surface and drains in a southwest direction towards S. Gilmore Street, per the Preliminary WQMP. The proposed site grading intends to maintain the existing flow pattern by draining in a southwest direction into an infiltration basin (BMP-1). The proposed BMP-1 is intended for water quality and storm water mitigation purposes. The infiltration basin volume was calculated using the Riverside County Infiltration Basin worksheet, which is based on the Riverside County Low Impact Development BMP Design Handbook. The proposed infiltration basin (BMP-1) would serve as stormwater quality treatment and mitigation. The BMP-1 was sized to treat the DCV and to retain the storm water volume required to not create any adverse impacts downstream. The required DCV for the proposed project site is approximately 12,000 cubic feet and the proposed basin has a total capacity of 80,599 cubic feet which satisfies the requirement for water quality. The proposed site would be a zero-discharge project in which all drainage would be treated and infiltrated back into the soil and allow for groundwater recharge.

Based on available information, the City is projected to meet water demands during normal years, single dry years, and multiple-dry years and the proposed BMP-1 would satisfy the requirement for water quality. Therefore, the implementation of the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, a less than significant impact would occur.

10(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The site does not include any streams or rivers which could be altered by the proposed Project. The proposed on-site infiltration basin would limit the release of stormwater from the site; thereby minimizing the potential for substantial erosion or siltation to occur on-site or off-site. Therefore, impacts would be less than significant.

[55] Ibid.
[56] City of Hemet. *2020 Urban Water Management Plan.* Available at https://www.hemetca.gov/DocumentCenter/View/7384/FINAL-City-of-Hemet-2020-UWMP-and-Water-Shortage-Contingency-Plan, accessed November 2021.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. As noted above, the site does not include any streams or rivers which could be altered by the proposed Project. The development of the existing site into the Project would not create any adverse impacts downstream for storm events up to the 100-year storm. There would not be an increase in the existing discharge from the site in both the 10-year and 100-year storm events due to the proposed infiltration basin that would be sized to capture and infiltrate the 100-year rainfall event. Discharge from the site would greatly decrease from the existing condition. All water from the proposed Project would sheet flow through the site and be routed into the infiltration basin.

The proposed infiltration basin is sized to treat the design capture volume (DCV) and required retention volume to meet Hydrologic Conditions of Concern (HCOC) requirements for water quality purposes and to provide stormwater mitigation for storm events up to the 100-year event for the site.

As previously discussed, the Project site would be a zero-discharge project in which all drainage would be treated and infiltrated back into the soil and allow for groundwater recharge. The site would not discharge more runoff than what is being discharged under the existing conditions, thereby minimizing the potential for flooding to occur on-site or off-site. Therefore, impacts would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. As noted above and in the Preliminary WQMP, the Project would prevent stormwater runoff such that runoff water would not exceed that of existing conditions and is not otherwise anticipated to exceed the capacity of downstream drainage facilities. The proposed on-site infiltration basin, infiltration and operational BMPs would reduce impacts to less than significant for stormwater runoff water quality pursuant to the WQMP.

10(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundations?

No Impact. The Project site is located approximately 50 miles inland from the Pacific Ocean. Given the distance from the coast, there is no potential for the Project site to be inundated by a large, catastrophic tsunami[57]. The Federal Emergency Management Agency (FEMA) designates the site as Zone X, is the area outside of the 0.2-percent-annual-chance (or 500-year) flood. No steep slopes are in the Project vicinity; therefore, the risk of mudflow is insignificant. Additionally,

[57] Partner. 2021. *Geotechnical Report, page 6*.

because the project site is not near an enclosed or partially enclosed body or water, the potential for seiche is nonexistent. Therefore, no impact would occur.

10(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant. As previously discussed in Threshold (b), the Project would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Project is anticipated to result in less than significant water quality impacts, either during construction or operation.

As previously stated, the above-stated policies, NPDES permits, State Law, and the Regional Water Quality Control Board (RWQCB) General Construction Permit, which requires the implementation of a variety of BMPs on construction and operation of the Project are required to be obtained by the Project Applicant in order to construct and operate the proposed Project. Additionally, Municipal Code Section 14-471 the City's Water Quality Ordinance (Municipal Code Section 14-471) requires that projects be in compliance with all State, Regional, and local policies and guidelines regarding water quality and groundwater. Less than significant impacts would occur.

Land Use and Planning

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11) LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

As shown in Table 1, the Project site is on a 9.2-acre site in the Industrial (I) land use and General Manufacturing (M-2) zoning designations. The proposed Project would be consistent with existing General Plan land use and Zoning designations.

11(a) Physically divide an established community?

No impact. Currently, the Project site is vacant and surrounded by an industrial use to the north, Hemet Unified School District parking area to the east, AT&SF Railway and residential use to the south, and S. Gilmore St. and a mobile home park to the west (see Table 1). The Project applicant proposes to develop a 25,000 sq.ft. metal/prefab modular warehouse building inclusive of a 3,000 sq.ft. of office space and associated lot improvements that include parking areas and landscaping. The development would be used for the receipt/delivery, storage, fabrication, and distribution of steel/pvc pipe, steel piling, plumping equipment, and valves and flanges. There are no trails, easements, or pathways that traverse the site. The Project would be developed on one parcel and would use existing road network. As proposed, the Project would be consistent with the M-2 zoning and I land use designation. Construction of the proposed development would not physically divide an established community. Therefore, no impact would occur.

11(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. As previously mentioned, the proposed Project would be consistent with the underlying Zoning district and General Plan designations and does not propose changes to the GP or zoning designations. Thus, the Project would not conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project. Therefore, no impact would occur.

Mineral Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12) MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

The Surface Mining and Reclamation Act (SMARA) of 1975 designates Mineral Resource Zones (MRZs) that were of regional or State-wide importance. The State Mining and Geology Board (SMGB) establishes a priority list by the following classification criteria:

MRZ-1 Areas where adequate geologic information indicates that no significant mineral deposits are present, or that there is a small likelihood of the presence of mineral deposits

MRZ-2 MRZ-2a: Areas where the available geologic data shows that there are significant measured or indicated deposits present, which means this land is of prime importance in mining, or

MRZ-2b: that there is an inferred likelihood of significant mineral deposits as indicated by limited sampling

MRZ-3 MRZ-3a: Areas containing known mineral deposits that have moderate potential for mineral deposits and may be reclassified as MRZ-2;

MRZ-3b: Areas containing inferred mineral deposits based on plausible evidence of the geologic settings

MRZ-4 Areas where there is not enough geologic information available to determine the presence or absence of mineral resources. This indicated limited knowledge and it does not imply that there is a small likelihood of mineral deposits.[58]

According to the Hemet GP, a large portion of the City is designated as Mineral Resource Zone-3 (MRZ-3). MRZ-3 areas contain sedimentary deposits that have the potential to supply sand and

[58] Department of Conservation: Division of Mines and Geology (2000), *Guidelines for Classification and Designation of Mineral Lands,* available at https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf, accessed June 29, 2021.

gravel for concrete and crushed stone for aggregate. However, the City does not consider these areas to contain deposits of significant economic value, based on available data.[59]

12(a & b) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? And result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No impact. Implementation of the proposed Project would not deplete mineral deposits or involve mining activities. Furthermore, the Project site is not located in an area identified as a locally important mineral resource recovery site, no mining occurs in the area, and the Project site is not used and has not historically been used for mining activities. The proposed Project would not result in the loss of availability of a known mineral resource. Therefore, no impact would occur.

[59] City of Hemet (2012), *2030 General Plan Chapter 7: Open Space and Conservation Element*, page 7-20.

Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13) NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?			X	
b) Generation of excessive ground borne vibration or ground borne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

A Noise study has been prepared by Kimley-Horn and Associates dated August 2022. The study was used in completing this section. The report is available as Appendix I to this IS/MND.

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity and that interferes with or disrupts normal activities. The human environment is generally characterized by a certain consistent noise level that varies by area. This is called ambient, or background noise. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, perceived importance of the noise and its appropriateness in the setting; time of day and type of activity during which the noise occurs, and sensitivity of the individual.

Sound is a physical phenomenon consisting of vibrations that travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by several variables, including frequency and intensity. Frequency describes the sound's pitch and is measured in cycles per second, or hertz (Hz). Intensity describes the sound's loudness and is measured in decibels (dB). A sound level of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above about 120 dB begin to be felt inside the human ear as discomfort and eventually as pain at still higher levels. The minimum change in the sound level of individual events that an average human ear can detect is about 3 dB. Decibels are measured

using a logarithmic scale; thus, the average person perceives a change in sound level of about 10 dB as a doubling (or halving) of the sound's loudness. This relation holds true for sounds of any loudness.

The normal human ear can detect sounds that range in frequency from about 20 Hz to 20,000 Hz. However, all sounds in this wide range of frequencies are not heard equally well by the human ear, which is most sensitive to frequencies in the range of 1,000 Hz to 4,000 Hz. This frequency dependence can be taken into account by applying a correction to each frequency range to approximate the human ear's sensitivity within each range. This is called A-weighting and is commonly used in measurements of community environmental noise. The A-weighted sound pressure level (abbreviated as dBA) is the sound level with the "A-weighting" frequency correction. In practice, the level of a noise source is conveniently measured using a sound level meter that includes a filter corresponding to the dBA curve.

Because community noise fluctuates over time, a single measure called the Equivalent Sound Level (L_{eq}) is often used to describe the time-varying character of community noise. The L_{eq} is the energy-averaged A-weighted sound level during a measured time interval and is equal to the level of a continuous steady sound containing the same total acoustical energy over the averaging time period as the actual time-varying sound. It is often desirable to know the acoustic range of the noise source being measured. This is accomplished through the L_{max} and L_{min} indicators, which represent the root-mean-square maximum and minimum noise levels obtained during the measurement interval. The L_{min} value obtained for a particular monitoring location is often called the "acoustic floor" for that location.

To describe the time-varying character of environmental noise, the statistical noise descriptors L_{10}, L_{50}, and L_{90} are commonly used. They are the noise levels equaled or exceeded during 10, 50, and 90 percent of a stated time, respectively. Sound levels associated with L_{10} typically describe transient or short-term events, whereas levels associated with L_{90} describe the steady-state (or most prevalent) noise conditions.

13(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

Less than Significant Impact.

The Project site is currently vacant. Ambient noise was measured through three short-term daytime measurements and one long-term noise measurement (24-hours). The average noise levels and sources of noise measured at each location are included in Appendix I. The three short-term noise measurements resulted in a daytime average (dBA) of 51.5 to 59.8. While the long-term noise measurement resulted in a daytime average L_{eq} of 46.3 dBA.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur approximately 70 feet to the east of the mobile-home community and 130 feet to the north of the single-family residences. However, it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at a single point near sensitive receptors.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 13**, **Typical Construction Noise Levels**.

Table 13: Typical Construction Noise Levels

Equipment	Maximum Noise Level (dBA) at 50 feet from Source[1]	Maximum Noise Level (dBA) at 70 feet from Source[1]
Air Compressor	80	77.1
Backhoe	80	77.1
Compactor	82	79.1
Concrete Mixer	85	82.1
Crane, Mobile	83	79.1
Dozer	85	73.1
Generator	82	85.1
Grader	85	80.1
Loader	80	82.1
Paver	85	79.1
Pump	77	82.1
Roller	85	82.1
Saw	76	73.1
Truck	84	81.1

[1] Calculated using the inverse square law formula for sound attenuation: dBA2 = dBA1+20Log(d1/d2)
dBA2 = estimated noise level at receptor; dBA1 = reference noise level; d1 = reference distance; d2 = receptor location distance
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

Chapter 30, Article II, Section 30-32(33) of the Hemet Municipal Code allows construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Construction occurring consistent with these provisions is exempt from regulation. Neither the City's General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers. However, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour Leq) for residential uses4.

Following FTA's methodology for quantitative construction noise assessments, FHWA's Roadway Construction Noise Model (RCNM) was used to predict construction noise. The noise levels calculated in **Table 14**, **Project Construction Noise Levels**, show estimated exterior construction noise. In accordance with FTA methodology, when calculating construction noise, all construction equipment is assumed to operate simultaneously at a construction area nearest to sensitive receptors. Since equipment would operate throughout the Project site and not at a fixed location for extended periods of time. Therefore, the distances used in the RCNM model were approximately 370 feet for the nearest residential property.

Table 14: Project Construction Noise Levels

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBALeq)	Noise Threshold (dBALeq)[2]	Exceeded?
	Land Use	Direction	Distance (feet)[1]			
Site Preparation	Residential	West	370	70.2	80	No
		South	490	67.8	80	No
Grading	Residential	West	370	70.8	80	No
		South	490	68.4	80	No
Construction	Residential	West	370	72.0	80	No
		South	490	69.5	80	No
Paving	Residential	West	370	69.1	80	No
		South	490	66.7	80	No
Architectural Coating	Residential	West	370	56.3	80	No
		South	490	53.9	80	No

1. Per FTA Guidance (Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018) the equipment distance is assumed at the center of the project.
2. Threshold from the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

Source: Federal Highway Administration, *Roadway Construction Noise Model,* 2006. Refer to Appendix A for noise modeling results.

As shown in Table 14, construction noise levels would not exceed the applicable 80 dBA FTA construction thresholds at the nearest sensitive receptors. The highest exterior noise level at sensitive receptors would occur during the building construction stage and would be 72.0 dBA which is below the FTA's 80 dBA threshold. Construction equipment would operate throughout

the Project site and the associated noise levels would not occur at a fixed location for extended periods of time. Although sensitive uses may be exposed to elevated noise levels during project construction, these noise levels would be acoustically dispersed throughout the Project site, masked by roadway and freeway noise, and not concentrated in one area near surrounding sensitive uses.

The City of Hemet Municipal Code does not establish quantitative construction noise standards, but only allows construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Therefore, FTA's 80 dBA threshold has been utilized in this analysis. Therefore, the impact from construction noise would be less than significant level.

Operations

Implementation of the proposed Project would create new sources of noise in the project vicinity. The major noise sources associated with the project would include the following:

- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Slow moving trucks on the Project site, approaching and leaving the loading areas;
- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-Site Traffic Noise.

Mechanical Equipment

The nearest sensitive receptors are mobile-home residences on the west side of South Gilmore Street. Potential stationary noise sources related to long-term operation of the project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.[60] HVAC would be roof mounted. As the closest residential unit would be approximately 280 feet from the warehouse building, the worst-case HVAC equipment noise would be 37.0 dBA based on distance attenuation alone (using the inverse square law of sound propagation)[61] and would not exceed the City's 65 dBA daytime and 45 dBA nighttime standards at the residential uses to the west and south. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed Project would result in a less than significant impact related to stationary noise levels.

[60] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010.
[61] Sound level reduces by 6 dB for every doubling of distance.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading or unloading activities would occur on the north/center of the Project site. Vehicular access to the proposed Project site would consist of three project driveways along South Gilmore Street.

Typically, heavy truck operations generate a noise level of 68 dBA at a distance of 30 feet.[62] The closest residences are located approximately 320 feet west of the nearest proposed loading areas. At this distance, these truck noise levels would be approximately 47.4 dBA (based on distance attenuation alone). Additionally, there is a concrete block wall along the sensitive receptors' property line that would partially break the line of sight to the Project loading areas. Based on the FHWA RCNM User's Guide (2006), a barrier that partially blocks the line of sight attenuates noise by 3 dBA. Therefore, truck and loading noise would attenuate to 44.4 dBA, which is below the City's 65 dBA daytime and 45 dBA nighttime exterior residential noise standard. Loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Noise levels associated with trucks and loading or unloading activities would not exceed the City's standards and impacts would be less than significant.

Outdoor Storage Area Noise

The Project site would include a warehouse building and a 7-acre outdoor storage area for receipt/delivery, fabrication, and distribution of steel/ Polyvinyl chloride (PVC) pipe, steel piling, plumping equipment, valves, and flanges. During delivery and storage activities, noise would be generated by the forklifts and trucks for storage and movement of the materials within outdoor storage area.

Storage area activities would occur on the south and center of the Project site. Typically, forklift operations generate a noise level of 61 dBA at a distance of 50 feet.[63] The closest residences are located approximately 70 feet west of the nearest proposed storage areas. At this distance, these forklifts noise levels would be approximately 58.1 dBA (based on distance attenuation alone). Additionally, there is a concrete block wall along the sensitive receptors' property line that would partially break the line of sight to the Project outdoor storage areas. Based on the FHWA RCNM User's Guide (2006), a barrier that partially blocks the line of sight attenuates noise by 3 dBA.

[62] Loading dock reference noise level measurements conducted by Kimley-Horn on December 18, 2018.
[63] Warehouse & Forklift Workplace Noise Levels, *The Main Noise Exposed SEG – Forklift Drivers*. Available at https://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/, accessed July 26, 2022

Therefore, forklifts noise would attenuate to 55.1 dBA. Additionally, when combined with the truck noise level of 44.4 dBA described above, the combined noise level of trucks and forklifts would be 58.3 dBA, which is below the City's 60 dBA daytime residential noise standard. Outdoor storage operation would only occur during daytime hours. Noise levels associated with forklifts and outdoor storage activities would not exceed the City's standards and impacts would be less than significant.

Parking Noise

The proposed Project would accommodate the need for parking. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly Leq metric, which are averaged over the entire duration of a time period.

Actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above. Parking lot noise would occur within the surface parking lot on-site. It is also noted that parking lot noise occurs at the adjacent properties under existing conditions. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along West Acacia Avenue and Kirby Street. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Off-Site Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA would be less than significant. Project related trips would occur along West Acacia Avenue.

The primary role of collector roadways is to provide access between the arterial network and the neighborhoods and commercial development. These roadways are typically two lanes wide with limited access to driveways and cross streets. They are usually undivided and do not have turn lanes at intersections. According to this definition, Lomitas Avenue and South 5th Avenue would be categorized as Collector roads. The typical capacity of a collector street is approximately

15,000 vehicles per day.[64] The proposed Project would generate only 44 net daily vehicle trips (32 passenger cars and 12 Trucks), which would not double the existing traffic volumes and would not result in a perceivable noise increase. Therefore, operational noise impacts would be less than significant.

13(b) Generation of excessive ground borne vibration or ground borne noise levels?

Less than Significant Impact. Once operational, the Project would not be a source of ground-borne vibration. Increases in ground-borne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 15, **Typical Construction Equipment Vibration Levels**, lists vibration levels at 25 feet for typical construction equipment. Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in Table 15, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 15: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at35 Feet (in/sec)	Peak Particle Velocity at 70 Feet (in/sec)[1]
Large Bulldozer	0.089	0.0537	0.0190
Caisson Drilling	0.089	0.0537	0.0190
Loaded Trucks	0.076	0.0459	0.0162

[64] County of Los Angeles (2014), *County of Los Angeles General Plan Update Transportation and Circulation Analysis*

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at35 Feet (in/sec)	Peak Particle Velocity at 70 Feet (in/sec)[1]
Jack	0.035	0.0211	0.0075
Small Bulldozer/Tractors	0.003	0.0018	0.0006

[1] Calculated using the following formula: PPVequip = PPVref x (25/D)1.5 where: PPVequip = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPVref = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018; and D = the distance from the equipment to the receiver.
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

The nearest sensitive receptors are mobile-home residences approximately 70 feet to the west and the nearest structure (a commercial building to the east) is approximately 35 feet or more from the active construction zone. Using the calculation shown in Table 15, at 35 and 70 feet the vibration velocities from construction equipment would not exceed 0.0537 in/sec PPV, which is below the FTA's 0.20 PPV threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest residential structure. Therefore, vibration impacts associated with the proposed Project would be less than significant.

13(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than Significant Impact. The Hemet-Ryan Airport, located approximately 1.9 miles southwest of the Project site, is the nearest airport. However, according to the Hemet-Ryan Airport Land Use Compatibility Plan (Adopted February 9, 2017), the Project site is outside of the airport's 55 dBA noise contour. Therefore, the Project would not expose people to excessive noise levels. There are no other airports within two miles of the project site. Therefore, there is no impact surrounding the proposed Project concerning airport noise, including from a private airstrip.

Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14) POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Environmental Setting

According to the California Department of Finance (DOF), in 2021, the City of Hemet has an estimated population of 84,525 residents with approximately 36,141 homes. The vacancy rate for housing in the City is estimated at 13.2 percent.[65]

14(a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No impact. The proposed Project involves the development of a metal/prefab warehouse facility and does not include the construction of new homes or the extension of roads. Therefore, it would not directly or indirectly induce population growth in the area. The Project would generate temporary construction employment. However, construction workers generally travel from work site to work site and do not relocate for a specific project of average size, such as the Project. Although the Project would generate operational employment, the anticipated employment would be limited because it is anticipated that most trucks would be owner-operated and those already operating in the vicinity of the Project site. Therefore, no impact would occur.

14(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is vacant and unimproved. Currently, there are no people or housing on the site that the proposed Project could displace. Therefore, no impact would occur.

[65] California Department of Finance (DOF). 2018, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 2, 2011-2021.* Sacramento, California, May 2021. Available at: http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed on July 1, 2021.

Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15) PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

15(a) Fire Protection?

Less than Significant Impact. Hemet Fire Department (HFD) provides fire protection services to the City, including the Project site. The HFD currently has five (5) fire stations and the closest fire protection facilities to the Project site are HFD Station #2 at 895 W. Stetson Ave. (approximately 1.1 miles southwest), and HFD Station #3 at 4110 W. Devonshire Avenue (approximately 1.4 miles northwest). According to the 2030 Hemet GP, the Project site is not located within a Wildland Fire Hazard Severity Zone, a Federal Responsibility Area, or a State Responsibility Area for wildfire protection.[66]

The site is currently vacant and unimproved. Implementation of the proposed Project would generate more calls or need for fire protection services than what is currently provided to the site. However, the Project would be constructed to meet the latest CBC requirements and the Project is subject to fire suppression development impact fees and other standards and conditions required by the City and County Fire. According to the City of Hemet, industrial projects are subject to $0.056 per gross square footage of building for industrial projects.[67]

Fire protection ingress and egress would be available via three (3) driveways off of S. Gilmore St. Impacts on fire services is anticipated to be less than significant.

[66] City of Hemet (2012), *2030 General Plan Chapter 6 Public Safety Element*, *Figure. 6.4, Wildland Fire Hazard Severity Zones*. Available at https://www.hemetca.gov/DocumentCenter/View/5331/6_Public-Safety_web5142019?bidId=, accessed on July 1. 2021.

[67] City of Hemet. July 1, 2021. *City of Hemet Development Impact Fees Commercial/Industrial.* Available at *https://www.hemetca.gov/DocumentCenter/View/4771/DIF-2021?bidId=*, accessed November 22, 2021.

15(b) Police Protection?

Less than Significant Impact. Police protection services would be provided by the City of Hemet Police Department (HPD). The HPD is located at 450 E. Latham Avenue, approximately 1.5 miles northeast of the Project site in downtown Hemet. The Project is in an urbanized area and would be required to adhere to all standards and conditions required by the City and the HPD, including the payment of impact fees. Additionally, adherence to conditions and standards identified by the City and the HPD are required of all development within the City. The Project is not anticipated to substantially increase the need for police protection, and it is not anticipated to require or result in the construction of new or physically altered law enforcement facilities. Prior to the issuance of building permits, the proposed development would be subject to the City of Hemet's Development Impact Fees, that the City applies to the funding of public facilities, including law enforcement facilities, vehicles, and equipment. Additionally, because the site is currently vacant, the implementation of the Project would likely result in increasing calls but would not be expected to result in any unique or more extensive crime problems that could not be handled with the existing level of police resources. No new or expanded police facilities would need to be constructed as a result of the Project. Therefore, impacts on police protection resources from implementation of the proposed Project are considered less than significant.

15(c) Schools?

No Impact. The nearest school facility is Cawston Elementary School at 4000 W. Menlo Avenue (approximately 1.7 miles northwest) and Acacia Middle School at 1200 Acacia E. Avenue (approximately 1.8 miles northeast). The proposed Project would not introduce any uses that would directly induce population growth requiring school facilities. Additionally, per Senate Bill 50 (SB 50) School Facility Fees, the payment of school fees is mandated, and the State has determined that payment of these fees is deemed sufficient to offset any potential impacts from the Project. According to the Hemet Unified School District, the Project would be subject to the approved Statutory School Fee (Level I) for commercial/industrial which is $0.66 per square foot.[68] Thus, the proposed Project would not generate a substantial increase in elementary, middle, or high school population. Therefore, no impact to schools are anticipate to occur.

15(d) Parks?

No Impact. Due to the industrial/manufacturing nature of the project, no new residents would be generated that would be likely to impact or create a need for additional local parks or other public facilities. The proposed Project consists of a pipe fabrication facility on a vacant lot. The proposed Project would not introduce new homes or a land use that would generate population

[68] Hemet Unified School District. May 25, 2020. *Developer Fees.* Available at https://www.hemetusd.org/apps/pages/index.jsp?uREC_ID=254707&type=d&pREC_ID=589699, accessed November 22, 2021.

growth in such a way that existing parks would be affected. Therefore, there would be no impact to park services.

15(e) Other public facilities?

No Impact. The proposed Project would not result in or induce significant population growth because the proposed Project does not propose residential units that could introduce new population in the area; therefore, no impacts to other public facilities would occur from Project implementation.

Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16) RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

According to the 2030 Hemet General Plan EIR, park and recreation facilities in the City of Hemet are maintained by four agencies: the City of Hemet (Parks and Facilities Division), Valley-Wide Parks and Recreation District (Valley-Wide District), Hemet Unified School District (HUSD), and the Riverside County Department of Parks and Recreation. There are 17 parks and recreational facilities, ranging in size from the 0.25-acre Rodeghier Green, to 483 acres of open space in Simpson Park.[69]

16(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. As previously mentioned, due to the industrial/manufacturing nature of the project, no new residents would be generated that would be likely to impact or create a need for additional local parks or other public facilities. The proposed Project would construct a pipe fabrication facility on a vacant lot and would not introduce uses that would increase the need for neighborhood or regional parks. The Project would not introduce new homes or a land use that would generate population growth in such a way that existing parks would be affected. Therefore, no impact to recreational facilities would occur.

16(b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed Project does not involve construction of recreational facilities. The Project would create a pipe fabrication facility which would not introduce population growth and therefore would not increase the use of existing neighborhood and regional parks or other recreational facilities and no need for the expansion or construction of additional recreational facilities is anticipated. Therefore, no impacts would occur.

[69] AECOM, *City of Hemet General Plan 2030 Environmental Impact Report Final January 12, 2012, page 4.12-7, available at https://www.hemetca.gov/DocumentCenter/View/880/412_Public_Services?bidId=, accessed on July 1, 2021.*

Transportation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17) TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?				X
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.4, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

A Trip Generation and Vehicle Miles Traveled (VMT) Screening Memorandum for the Project was prepared by Kimley-Horn and Associates (August 2022). The Memorandum is available in Appendix J to this IS/MND and is used to answer the following CEQA Thresholds.

Access

Vehicular access to the project site would be provided via three driveways on S. Gilmore Street. The northern driveway will be used for passenger cars and inbound trash trucks, the middle driveway will be used for outbound trucks and trash trucks, and the southern driveway will be used for inbound trucks.

Project Traffic

Project Trip Generation

A trip generation analysis has been prepared to determine the estimated traffic to be generated by the proposed project. Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) trip generation rates for the following land use categories. Project trip generation is used for VMT screening purposes (i.e., less than 110 daily trips). The trip generation is provided for informational purposes only:

- ITE Category 150 – Warehousing

The PCE volumes were developed by applying a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. These factors are consistent with Riverside

County's *Transportation Analysis Guidelines for Level of Service/Vehicle Miles Traveled* (December 2020).

Daily and evening peak hour trip generation estimates are summarized on **Table 16, Summary of Project Trip Generation**. Based on Table 15, the proposed Project is estimated to generate approximately 60 daily PCE trips, with 6 PCE trips (5 inbound and 1 outbound) in the morning peak hour, and 6 PCE trips (1 inbound and 5 outbound) in the evening peak hour.

Table 16: Summary of Project Trip Generation

TRIP GENERATION RATES[1]										
					AM Peak Hour			PM Peak Hour		
ITE Land Use		ITE Code	Unit	Daily	In	Out	Total	In	Out	Total
Warehousing		150	KSF	1.710	0.131	0.039	0.170	0.050	0.130	0.180
PROJECT TRIP GENERATION										
					AM Peak Hour			PM Peak Hour		
Project Land Use		Quantity	Unit	Daily	In	Out	Total	In	Out	Total
Proposed Land Use										
Warehousing		25.000	KSF	43	3	1	4	1	3	4
Passenger Vehicles	73.00%			31	2	1	3	1	2	3
Trucks	27.00%			12	1	0	1	0	1	1
PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)										
	Vehicle	Daily	PCE		AM Peak Hour			PM Peak Hour		
Vehicle Type	Mix[2,3]	Vehicles	Factor	Daily	In	Out	Total	In	Out	Total
Passenger Vehicles	73.00%	31	1.0	31	2	1	3	1	2	3
2-Axle Trucks	7.00%	3	1.5	5	0	0	0	0	0	0
3-Axle Trucks	6.00%	3	2.0	6	0	0	0	0	0	0
4-Axle Trucks	14.00%	6	3.0	18	3	0	3	0	3	3
Total Truck PCE Trips				29	3	0	3	0	3	3
Total Proposed Project PCE Trips				60	5	1	6	1	5	6

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition
[2] Passenger Vehicles and Truck splits taken from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition Supplement.
[3] Truck mix percentages were calculated based on a ratio between the ITE truck splits and the truck mix splits for Light Warehouse (<100 KSF) in the Truck Trip Generation Study (City of Fontana, August 2003)
PCE = Passenger Car Equivalent
KSF = Thousand Square Feet

Traffic Study Requirements

Riverside County's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* (December 2020) states that a traffic analysis is generally not required for "any use which can demonstrate, based on the most recent edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE) or other approved trip generation data, trip generation

of less than 100 vehicle trips during the peak hours." Based on the trip generation analysis noted in the section above, the proposed project would generate less than 100 net new project trips during the peak hours. Therefore, the proposed project is assumed to have a less-than-significant traffic impact and no traffic analysis is required.

Vehicle Miles Traveled

SB 743 was approved by the California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has recommended that Vehicle Miles Traveled (VMT) replace also as the primary measure of transportation impacts. OPR Technical Advisory suggests that the City may screen out VMT impact using project size, maps, transit availability, and provision of affordable housing to quickly identify when a project should be expected to cause a less-than significant impact without conducting a detailed study.

The City of Hemet does not currently have its own VMT screening criteria and thresholds. As a result, a qualitative VMT assessment was conducted based on guidance by OPR and Riverside County Local Guidelines for Implementing the California Environmental Quality Act. Riverside County's *Transportation Analysis Guidelines for Level of Service/Vehicle Miles Traveled* states that a detailed CEQA assessment would not be required for land use elements of a project that meet any of the following screening criteria:

1. Small Projects,
2. Projects Near High Quality,
3. Local-Serving Retail,
4. Affordable Housing,
5. Local Essential Service,
6. Map Based Screening and,
7. Redevelopment Project

Small Projects Screening

The Riverside County Guidelines state that projects with low trip generation per existing CEQA exemptions or based on the County Greenhouse Gas Emissions Screen Tables, resulting in a 3,000 Metric Tons of Carbon Dioxide Equivalent ($MTCO_2e$) per year are presumed to cause a less-than-significant impact. The following guidelines are provided to determine if a project is presumed to cause a less than significant impact:

- Warehouse (unrefrigerated) buildings with area less than or equal to 208,000 SF.
- The project trip generation is less than 110 trips per day per the ITE Manual or other acceptable source determined by Riverside County.

The project is proposing to construct a 25,000 square-foot warehouse building and estimated to generate 60 daily PCE trips. Based on the guidelines noted above, the project would be classified as a small project, and the VMT impact is considered to be less than significant and would not require a VMT analysis. Therefore, the Small Projects screening threshold is met.

Conclusion

Based on the trip generation analysis presented above, the net traffic that would be generated by the proposed project would not exceed the peak hour trip threshold defined in Riverside County's Transportation Analysis Guidelines. The Project is estimated to generate 4 net new AM and PM peak hour PCE trips, which is below the 100 net new peak hour vehicle trip threshold indicated in the County's guidelines. Therefore, the proposed project is assumed to have a less than significant impact and no traffic analysis is required**.**

17(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. The Project does not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. As previously noted in **Section 2.4** of this IS/MND, the proposed Project is consistent with the existing General Plan land use and Zoning district. The Project construction or operations would not disrupt existing transit routes, bus stops, or future bicycle facilities because no road closures are anticipated. Therefore, the Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and no impact would occur in this regard.

17(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. Senate Bill 743 (SB 743) was approved by the California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "level of service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires use of VMT for the purposes of determining a significant transportation impact under CEQA. As mentioned above, the project is proposing to construct a 25,000 square-foot warehouse building and estimated to generate 61 daily PCE trips. Based on the guidelines noted above, the project would be classified as a small project, and the VMT impact is considered to be less than significant and would not require a VMT analysis. Therefore, the Small Projects screening threshold is met and a less than significant impact would occur.

17(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Project site plan presented on Exhibit 3 indicates that vehicular access for the Project site would be provided three gated access driveways along S. Gilmore Street. Final Project site plans would be subject to City review and approval process that includes ensuring the Project driveways and internal circulation are safe. Therefore, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses and no impact would occur.

17(d) Result in inadequate emergency access?

No Impact. As previously discussed, the Project construction or operations would not disrupt existing transit routes, bus stops, or future bicycle facilities because no road closures are anticipated. However, should road closures (complete or partial) be necessary, the Police and Fire Departments would be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response. In the event that a road closure is required, a Traffic Control Plan would be required by the City in the event of any partial or complete road closure during construction. The Project is required to comply with the Fire Department requirements for adequate access to accommodate emergency vehicles. As such, the driveway gates will provide knox boxes to allow emergency vehicles access to the site any time of the day. Standard Condition SC TRA-1 would be applicable. With compliance with SC TRA-1, no impact would occur.

Standard Conditions and Requirements:

SC TRA-1: Prior to the issuance of a grading permit, the City shall verify that no construction work would be performed within the public right-of-way. If construction work would occur within the public right-of-way, the applicant shall submit a Construction Traffic Management Plan in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD; Caltrans 2014) for review and approval by the City Engineer.

Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18) TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

Additionally, as discussed in Section 5, Cultural Resources, a records search was conducted prior to the field survey at the EIC. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within one half-mile of the Project site. Additional resources reviewed included the NRHP, the CRHR, and documents and inventories published by the OHP. These include the lists of CHL, CPHI, Listing of NRP, and the Inventory of HS. The project site was also surveyed by foot and soil exposures were carefully inspected for evidence of cultural resource.

Data from the EIC revealed that four previous cultural resources studies have taken place, and one cultural resource has been recorded within one half-mile of the project site. Of the four previous studies, none have assessed the Project site, and no cultural resources have been previously recorded within its boundaries. As discussed in Section 5, Cultural Resources, KIM2110-H-1 was identified on-site but is not eligible for listing on the CRHR.

18(a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

18(b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of

Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant. As of July 2015, California AB 52 was enacted and expands CEQA by defining a new resource category, "Tribal Cultural Resources." Prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the Lead Agency shall begin consultation with a California Native American tribe if 1) the California Native American tribe requested to the Lead Agency, in writing, to be informed by the Lead Agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and 2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation. AB 52 requires Lead Agencies to evaluate a project's potential to impact tribal cultural resources. Such resources include "sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe and is 1) listed or eligible for listing in the California Register of Historical Resources (CRHR) or included in a local register of historical resources. AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

On October 24, 2022, the City provided written notices to interested California Native American tribes on the City's list consistent with AB 52 (see Appendix C2, Tribal Consultation). The following Native American tribes were notified of the proposed Project: Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, Morongo Band of Missions Indians, Agua Caliente Band of Cahuilla Indians (Agua Caliente), Soboba Band of Luiseño Indians, Ramona Band of Cahuilla, Santa Rosa Band of Cahuilla Indians, Los Coyotes Band of Cahuilla and Cupeño Indians, Augustine Band of Cahuilla Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Indians, Pala Band of Mission Indians, Torres-Martinez Desert Cahuilla Indians, and Quechan Fort Yuma Reservation.

Written response within 30 days of receipt of formal notification to request consultation was received from Agua Caliente on November 8, 2022, noting that Agua Caliente appreciates the efforts to include the Tribal Historic Preservation Office (THPO) as part of the Project, stated that the Project is within their Traditional Use Area, and requested a cultural resources inventory of the Project area, a copy of the records search with associated survey reports and site records, and copies of any cultural resource documentation generated in connection with the Project. In response to their letter, the City provided the requested materials to Agua Caliente. On December 7, 2022, Agua Caliente requested to review the mitigation measures for the Project, and the City provided the requested materials to Agua Caliente. On December 12, 2022, Agua Caliente noted that the concerns of the Agua Caliente THPO have been addressed with the implementation of the proposed SM CUL-1, SM CUL-2, and SM CUL-3, and noted that with their letter, AB52 consultation efforts have concluded. The Morongo Band of Mission Indians responded to the City's notice on December 28, 2022, requesting AB 52 consultation; however, this request is outside the 30-day timeframe of 30 days of receipt of formal notification to request

consultation. While the request period has closed, the City, in a good faith effort, will meet with the Morongo Band of Mission Indians to listen to their concerns and provide the requested materials, however, this meeting does not constitute AB 52 consultation.

Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19) UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

The City of Hemet Water District

The City supplies potable water within a 5.25-square-mile service area located mostly within the central part of the incorporated City. The Project site is within the City Water District service area.[70] According to the Hemet 2030 GP EIR, the City Water District is supplied by locally pumped groundwater. Groundwater is pumped from 11 deep wells in the San Jacinto Groundwater Basin.

2015 Urban Water Management Plan[71]

The 2015 Urban Water Management Plan (UWMP) was prepared to comply with the Urban Water Management Planning Act and the California Water Conservation Act of 2009 in order to analyze water usage and system supplies.

[70] City of Hemet (2012), *2030 General Plan Chapter 5 Community Service and Infrastructure, Figure 5.1 Water and Sewer Service Areas*, available at https://www.hemetca.gov/DocumentCenter/View/844/5_CSI_Hemet_web?bidId=, accessed on July 2, 2021.

[71] City of Hemet (2016), *2015 Urban Water Management Plan Volume 1 – Final Report,* available at https://www.hemetca.gov/DocumentCenter/View/3966/Hemet-2015-UWMP-Volume-1-6-21-2016?bidId=, accessed on July 2, 2021

Wastewater Management

The City provides wastewater collection services but does not operate treatment facilities. The City Water District deliver wastewater to Eastern Municipal Water District (EMWD) for treatment. The EMWD Wastewater Ordinance 59.6 requires any business that desires to discharge industrial waste to the Districts' sewage system to first obtain an industrial wastewater discharge permit.[72]

Sewer Service

The State Water Resources Control Board (SWRCB) adopted Statewide General Waste Discharge Requirements for Sanitary Sewer System on May 2, 2006. The Order applies to all public collection system agencies in California. Under the Order, each agency is required to prepare a Sewer System Management Plan (SSMP) that must be updated every five (5) years. The 2016 Hemet SSMP was re-certified and adopted in April 2016.

Stormwater Management

Stormwater drainage infrastructure within Hemet consists of a network of natural and improved streams, storm channels, storm drains, and catch basins intended to manage stormwater that flows into one of three drainage systems that traverse the City and Planning Area: Salt Creek; San Jacinto River, and Santa Margarita River.[73] According to Hemet 2030 GP Figure 5.4 Stormwater Drainage, the Project site is located within the Salt Creek Drainage System.[74]

19(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The Project would not result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. The Project is located within the Hemet Water District service area and would connect to existing infrastructure. As previously mentioned, the Project site is currently vacant and unimproved. The implementation of the Project would increase water, wastewater, and utility service needs. However, existing facilities and utilities would be adequate to serve the Project. Therefore, impacts would be less than significant.

[72] Eastern Municipal Water District (2013), *Regulations for Waste Discharge and Sewer Use Ordinance 59.6,* available at https://www.hemetca.gov/DocumentCenter/View/3662/EMWD-Ordinance_596_Final_January_16_2013?bidId=, accessed on July 2, 2021.
[73] City of Hemet (2012), *2030 General Plan Chapter 5 Community Services and Infrastructure,* pages 5-18 through 5-19.
[74] City of Hemet (2012), *2030 General Plan Chapter 5 Community Services and Infrastructure Figure 5.4 Stormwater Drainage,* available at https://www.hemetca.gov/DocumentCenter/View/844/5_CSI_Hemet_web?bidId=, accessed on July 2, 2021.

19(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The Project is located within the Hemet Water District service area, which is supplied by locally pumped groundwater. Groundwater is pumped from 11 deep wells in the San Jacinto Groundwater Basin. The proposed development and use of a warehouse building are consistent with provisions of the General Plan land use and zoning designations and would also be consistent with the Hemet 2015 UWMP. According to the Hemet 2015 UWMP, the City would have adequate water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Normal Water Year

The Normal/Average water year is a year in the historical sequence that most closely represents median runoff levels and patterns. **Table 17**, *Normal Year Supply and Demand Comparison (AF)* demonstrates that the Hemet Water District anticipates adequate supplies for years 2020 to 2040 under normal conditions.

Table 17: Normal Year Supply and Demand Comparison (AF)

Totals	2020	2025	2030	2035	2040
Supply	5,542	5,542	5,542	5,542	5,542
Demand	4,860	4,960	5,040	5,110	5,150
Surplus	682	582	502	432	392
Source: 2015 Hemet Urban Water Management Plan, page 7-9.					

Single Dry Year

The single-dry year may differ for various sources. In **Table 18*, Single Dry Year Supply and Demand Comparison (AF),*** demands are assumed to be 10 percent greater in a single-dry year than during a normal year. Table 18 demonstrates the Hemet Water District anticipates adequate supplies for years 2020 to 2040 under single-dry year conditions. The single-dry year is generally the lowest annual runoff for a water source in the record.

Table 18: Single Dry Year Supply and Demand Comparison (AF)

Totals	2020	2025	2030	2035	2040
Supply Totals	5,542	5,542	5,542	5,542	5,542
Demand Totals	4,960	5,060	5,140	5,210	5,250
Surplus	582	482	402	332	292
Source: 2015 Hemet Urban Water Management Plan, page 7-9.					

Multiple-Dry Years

The multiple-dry year is generally the lowest annual runoff for a three year or more consecutive period. The multiple-dry year period may differ for various sources. In **Table 19, Multiple Dry Years Supply and Demand Comparison (AF)**, illustrates that there would be sufficient supply to meet demand under multiple dry years conditions.

Table 19: Multiple Dry Years Supply and Demand Comparison (AF)

Year	Totals	2020	2025	2030	2035	2040
First Year	Supply	5,542	5,542	5,542	5,542	5,542
	Demand	4,860	4,960	5,040	5,110	5,150
	Surplus	682	582	502	432	392
Second Year	Supply	5,542	5,542	5,542	5,542	5,542
	Demand	5,150	5,260	5,340	5,420	5,460
	Surplus	392	282	202	122	82
Third Year	Supply	5,542	5,542	5,542	5,542	5,542
	Demand	5,200	5,310	5,390	5,470	5,510
	Surplus	342	232	152	72	32
Fourth Year	Supply	5,542	5,542	5,542	5,542	5,542
	Demand	5,100	5,210	5,290	5,370	5,410
	Surplus	442	332	252	172	132
Fifth Year	Supply	5,542	5,542	5,542	5,542	5,542
	Demand	4,280	4,360	4,440	4,500	4,530
	Surplus	1,262	1,182	1,102	1,042	1,012

Source: 2015 Hemet Urban Water Management Plan, page 7-10.

As noted above, the proposed development and use of a warehouse building are consistent with provisions of the General Plan land use and zoning designations and would also be consistent with the Hemet 2015 UWMP. Per the Hemet 2015 UWMP Tables (normal, dry, and multiple dry years), the City would have adequate water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.

19(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project projected demand in addition to the provider's existing commitments?

Less than Significant Impact. As previously stated, the City provides wastewater collection services but does not operate treatment facilities. The City Water District deliver wastewater to Eastern Municipal Water District (EMWD) for treatment. The EMWD Wastewater Ordinance 59.6 requires any business that desires to discharge industrial waste to the Districts' sewage system to first obtain an industrial wastewater discharge permit.[75]

The State Water Resources Control Board (SWRCB) adopted Statewide General Waste Discharge Requirements for Sanitary Sewer System on May 2, 2006. The Order applies to all public collection system agencies in California. Under the Order, each agency is required to prepare a Sewer System Management Plan (SSMP) that must be updated every five (5) years. The 2016 Hemet SSMP was re-certified and adopted in April 2016.

[75] Eastern Municipal Water District (2013), *Regulations for Waste Discharge and Sewer Use Ordinance 59.6,* available at https://www.hemetca.gov/DocumentCenter/View/3662/EMWD-Ordinance_596_Final_January_16_2013?bidId=, accessed on July 2, 2021.

The proposed development and use of a warehouse building are consistent with provisions of the General Plan land use and zoning designations and would also be consistent with the Hemet SSMP. The Hemet Sewer Master Plan was completed in January 1991 and the sewer collection system was found to be of adequate capacity to service the existing and the projected service area.[76] Therefore, impacts would be less than significant.

19(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The City contracts with CR&R Environmental Services for waste collection and transfer services. The closest landfill to the Project site is Lamb Canyon Landfill, approximately 9.5 miles north of the Project in the City of Beaumont. The implementation of the proposed Project would generate more solid waste when compared to the existing site use, which is vacant, and could potentially impact landfill capacity, particularly during construction. The Project occupant anticipates employing approximately 50 employees for operation, which would not generate solid waste in excess of the Lamb Canyon Landfill capacity. Therefore, impacts would be less than significant.

19(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. Solid waste disposal services must follow federal, State, and local statutes and regulations related to the collection of solid waste. The proposed Project would be required to comply with all applicable federal, state, and local solid waste management and would be constructed in accordance with the 2019 California Green Building Standard Code. Therefore, impacts would be less than significant.

[76] City of Hemet Public Works Department, *Sewer System Management Plan Revised March 2016*, available at https://www.hemetca.gov/DocumentCenter/View/3718/Hemet-SSMP-2016-FINAL?bidId=, accessed July 2, 2021

Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20) WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildlife or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Per the City of Hemet 2030 General Plan, the proposed Project site is not within a Wildland Fire Hazard Severity Zone (WFHSZ), a Federal Responsibility Area, or a State Responsibility Area for wildfire protection.[77]

20(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to CalFire, the Project site is not located within a local, state, or federal Very High Fire Hazard Severity Zone (VHFHSZ).[78] . Local access to the site would be via W. Acacia Ave. and S. Gilmore St. During construction, the proposed Project would not impair or physically interfere with an adopted emergency response or evacuation plan and the construction related activities would not block or significantly modify existing roadways. Therefore, no impact would occur.

[77] City of Hemet (2012), *2030 General Plan Chapter 6 Public Safety Element, Figure 6.4, available at https://www.hemetca.gov/DocumentCenter/View/5331/6_Public-Safety_web5142019?bidId=*, accessed on July 1, 2021.
[78] CalFire. December 21, 2009. *Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE - HEMET. Available at https://osfm.fire.ca.gov/media/5914/hemet.pdf*, accessed November 22, 2021.

20(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As previously discussed, the Project site is not located within a Wildland Fire Hazard Severity Zone (WFHSZ), a Federal Responsibility Area, or a State Responsibility Area for wildfire protection. In addition, the Project site and its surrounding topography is relatively flat and there is no slope nearby. Thus, in the event of a wildfire or the uncontrolled spread of a wildfire, Project occupants would not be directly exposed to pollutant concentrations from a wildfire. Therefore, no impact would occur.

20(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project site is not located within a Wildland Fire Hazard Severity Zone (WFHSZ), a Federal Responsibility Area, or a State Responsibility Area for wildfire protection. The Project does not include installation or maintenance of associated infrastructure, (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Onsite improvements and utilities would be implemented according to all the applicable standards and requirements. Therefore, no impact would occur.

20(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed above in response (C), the Project site is not located within a Wildland Fire Hazard Severity Zone (WFHSZ), a Federal Responsibility Area, or a State Responsibility Area for wildfire protection. In addition, the Project site and its surrounding topography is relatively flat and there is no slope nearby. There are also no natural drainage courses located on-site. Therefore, no impact would occur.

Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
21) MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)		X		
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

21(a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals; nonetheless, MM BIO-1 is implemented to avoid impacts to nesting birds. Therefore, impacts would be less than significant with mitigation measures incorporated.

21(b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant with Mitigation Incorporated. The Project's potential significant impacts have all been mitigated to less than significant levels. The IS/MND includes quantitative analysis

of the Project's cumulative contribution for air quality, and traffic, all of which were determined to not be significant and no mitigations where required, nor represent a cumulatively considerable contribution to a significant cumulative impact. Greenhouse gas emissions would be reduced to a level of less than significant with the implementation of mitigation. The Project is not considered growth-inducing, as defined by State CEQA Guidelines (http://ceres.ca.gov/ceqa/guidelines/). The potential cumulative environmental effects of implementing the proposed Project would cause less than significant impacts.

21(c) Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?

Less Than Significant Impact. The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND. No environmental effects which could have substantial adverse effect on human beings, directly or indirectly, including air quality, noise, hazard and hazardous materials and wildfire would cause a significant impact with the appropriate Mitigation Measures incorporated. Therefore, a less than significant impact would occur. With required implementation of mitigation measures identified in this IS/MND, construction and operation of the proposed Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

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